COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

DONALD L. WOLFE, Director

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IN REPLY PLEASE
REFER TO FILE: MP-5
154.041

June 1, 2006

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

PRIVATE DRAIN NO. T 728
GRANT OF EASEMENT
CITY OF WESTLAKE VILLAGE
SUPERVISORIAL DISTRICT 3
3 VOTES

IT IS RECOMMENDED THAT YOUR BOARD ACTING AS THE GOVERNING BODY OF THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT:

1. Acting as a responsible agency pursuant to the California Environmental Quality Act (CEQA), consider the enclosed Negative Declaration/Finding of No Significant Impact, including comments received during the public review process, which was prepared by the California Department of Transportation (Caltrans). This report was approved by Caltrans and the Federal Highway Administration for the Lindero Canyon Road and U.S. 101 Street and Ramp Improvement project on August 23 and September 13, 2001, respectively; find that the granting of the recommended easement is within the scope of the proposed project; find that the proposed project will not have a significant effect on the environment; find that the Negative Declaration/Finding of No Significant Impact document reflects the independent judgment of the County; and approve the Negative Declaration/Finding of No Significant Impact document.

2. Acting as a responsible agency pursuant to CEQA, consider and adopt the Mitigation Monitoring Program (included in the Negative Declaration), which was prepared and adopted by Caltrans as a condition of the project to mitigate or avoid significant effects on the environment.

3. Find that the proposed grant of an easement for public road and highway purposes in, over, and across Private Drain No. T 728 from the Los Angeles County Flood Control District to the City of Westlake Village and the City's subsequent use of said easement will not interfere with the use of Private Drain No. T 728 for any District purpose.

4. Approve the grant of an easement for public road and highway purposes from the District to the City of Westlake Village within Private Drain No. T 728 (2,455± square feet) for $13,500. The subject parcel is located at the northeast corner of the intersection of Lindero Canyon and Agoura Roads in the City of Westlake Village.

5. Instruct the Chair to sign the enclosed Road Deed and authorize delivery to the Grantee.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

This action will allow the District to grant an easement within Private Drain No. T 728 to the City of Westlake Village. The City requested the easement for the road widening of Lindero Canyon and Agoura Roads in connection with Caltrans' Lindero Canyon Road and U.S. Highway 101 Street and Ramp Improvement project. The granting of this easement is not considered adverse to the District's purposes.

Implementation of Strategic Plan Goals

This action meets the County Strategic Plan Goal of Fiscal Responsibility. The revenue from this transaction will be used for flood control purposes.

FISCAL IMPACT/FINANCING

The $13,500 proposed selling price represents the market value of the easement. This amount has been paid and deposited into the Flood Control District Fund.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The granting of this easement will not hinder the use of the channel for possible transportation, utility, or recreational corridors. The enclosed Road Deed has been approved by County Counsel and will be recorded.

ENVIRONMENTAL DOCUMENTATION

On May 3, 2001, Caltrans, as the lead agency, circulated a Negative Declaration/Finding of No Significant Impact for the Lindero Canyon Road and U.S. 101 Street and Ramp Improvement project in accordance with CEQA requirements. The mitigation measures included in the CEQA document for the project specifically address air quality, archeologic-historic, flood plain/flooding, geologic/seismic, noise, public services, soil erosion/compaction/grading, traffic/circulation, vegetation, and water quality issues. The Negative Declaration/Finding of No Significant Impact concluded that the project, with the proposed mitigation measures, will not have a significant effect on the environment. The public comment period did not raise significant environmental issues with the project; therefore, Caltrans finalized and adopted the Negative Declaration/Finding of No Significant Impact on August 23, 2001.

Under CEQA, the District is a responsible agency whose discretionary approval of the project is required in order to carry out the project. As a responsible agency, your Board must consider and adopt the Negative Declaration/Finding of No Significant Impact and the Mitigation Monitoring Plan prepared by Caltrans before the recommended easement is granted.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

None.

CONCLUSION

Enclosed are an original and duplicate of the Road Deed. Please have the original and duplicate signed by the Chair and acknowledged by the Executive Officer of the Board. Please return the executed original to Public Works and retain the duplicate for your files.

One adopted copy of this letter is requested.

Respectfully submitted,

DONALD L. WOLFE
Director of Public Works

DKW:mr
P6:\blPDT728.doc

Enc.

cc: Auditor-Controller (Accounting Division - Asset Management)
Chief Administrative Office
County Counsel

ORIGINAL

RECORDING REQUESTED BY
AND MAIL TO:

City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361

Space Above This Line Reserved for Recorder's Use

THIS DOCUMENT IS EXEMPT FROM DOCUMENTARY TRANSFER TAX PURSUANT TO SECTION 11922 OF THE REVENUE & TAXATION CODE.

THIS DOCUMENT IS EXEMPT FROM RECORDING FEES PURSUANT TO SECTION 27383 OF THE GOVERNMENT CODE.

Assessor's Identification Number:
2057-001-900 (Portion)

ROAD DEED

For a valuable consideration, receipt of which is hereby acknowledged, the LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, a body corporate and politic, does hereby grant to the CITY OF WESTLAKE VILLAGE, a municipal corporation, an easement for public road and highway purposes in, on, over, and across all that real property in the City of Westlake Village, County of Los Angeles, State of California, described in Exhibit A attached hereto and by this reference made a part hereof.

Dated_____

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT,
a body corporate and politic

By_____
Chair, Board of Supervisors of the
Los Angeles County Flood Control District

(LACFCD-SEAL)

ATTEST:

Sachi Hamai, Executive Officer
of the Board of Supervisors
of the County of Los Angeles

By_____
Deputy

File with: TRANSFER DRAINS
PRIVATE DRAIN NO. 728
Affects: Agoura Road, Parcel 6-3RE
(File with: Lindero Canyon Road (1))
I.M. 159-037
S.D. 3 M0523002

NOTE: Acknowledgment form on reverse side.

OG:bw
P:\MPM\WORDPRO\TITLE\CONF\OG-RD PD 728.DOC

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

On January 6, 1987, the Board of Supervisors for the County of Los Angeles and ex officio the governing body of all other special assessment and taxing districts, agencies, and authorities for which said Board so acts adopted a resolution pursuant to Section 25103 of the Government Code that authorized the use of facsimile signatures of the Chair of the Board on all papers, documents, or instruments requiring the Chair's signature.

The undersigned hereby certifies that on this _____ day of _____, 20____, the facsimile signature of _____, Chair of the Board of Supervisors of the LOS ANGELES COUNTY FLOOD CONTROL DISTRICT was affixed hereto as the official execution of this document. The undersigned further certifies that on this date, a copy of the document was delivered to the Chair of the Board of Supervisors of the LOS ANGELES COUNTY FLOOD CONTROL DISTRICT.

In witness whereof, I have also hereunto set my hand and affixed my official seal the day and year above written.

Sachi Hamai, Executive Officer
of the Board of Supervisors
of the County of Los Angeles

By_____
Deputy

(LACFCD-SEAL)

APPROVED AS TO FORM:

RAYMOND G. FORTNER, JR.,
County Counsel

By_____
Deputy

APPROVED as to title and execution,

_____, 20_____.
DEPARTMENT OF PUBLIC WORKS
Mapping & Property Management Division

Supervising Title Examiner

By_____

P:Conf:ACKS:floodfax2 w accpt wlk vilge.doc

CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in real property conveyed by the deed or grant herein, dated _____, from the Los Angeles County Flood Control District, a body corporate and politic, to the City of Westlake Village, a municipal corporation, is hereby accepted pursuant to authority conferred by Resolution No. _____ adopted on _____, and the grantee consents to the recordation thereof by its duly authorized officer.

Dated _____

By_____

EXHIBIT A

File with: **TRANSFER DRAINS**
PRIVATE DRAIN NO. 728
Affects: Agoura Road Parcel No. 6-3RE
(File with: Lindero Canyon Road (1))
A.P.N. 2057-001-900 (Portion)
T.G. 557 (E6)
I.M. 159-037
S.D. 3
M0523002

LEGAL DESCRIPTION

(Grant of easement for public road and highway purposes)

That portion of Lot 2, Tract No. 27425, as shown on map filed in Book 763, pages 45, 46 and 47, of Maps, in the office of the Recorder of the County of Los Angeles, within the following described boundaries:

Beginning at the most southerly corner of said Lot 2; thence northwesterly along the generally southwesterly boundary of said lot and continuing in a generally northwesterly direction along its various courses and curves to the westerly terminus of that certain course having a bearing and distance of N 68°28'06" W 45.74 feet in said generally southwesterly boundary; thence South 68°28'06" East along said certain course, a distance of 25.09 feet; thence leaving said generally southwesterly boundary, South 34°08'59" West 29.01 feet; thence South 17°34'20" West 20.20 feet; thence South 53°07'44" East 90.22 feet to the generally southeasterly boundary of said Lot 2; thence South 13°03'56" West along said generally southeasterly boundary, a distance of 12.76 feet to the point of beginning.

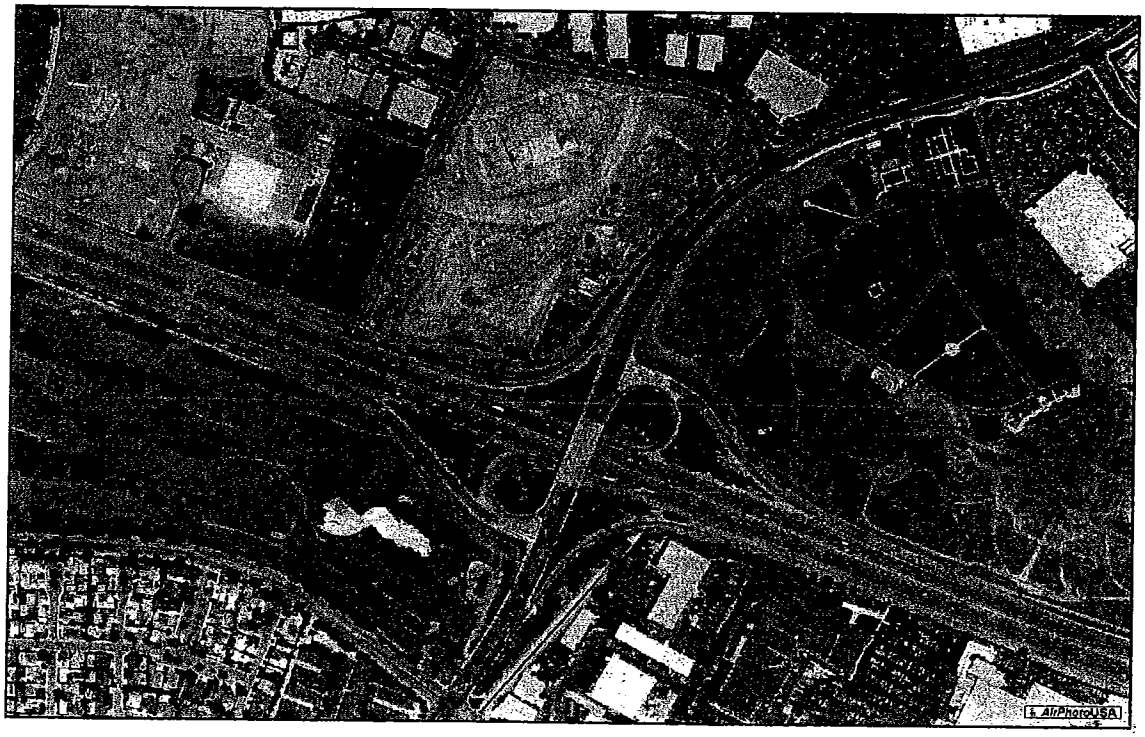
Containing: 2,455± s.f.

To be known as AGOURA ROAD.

Lindero Canyon Road and U.S. Highway 101

Street and Ramp Improvements

Negative Declaration/Finding of No Significant Impact



FHWA

Caltrans

Caltrans

California Department of Transportation
Los Angeles, District 7
Office of Environmental Planning

Street and Ramp Improvements at Lindero Canyon Road and U.S. Highway 101, Westlake Village, California (07/LA/101 KP59.55/61.15)

INITIAL STUDY/ ENVIRONMENTAL ASSESSMENT

State of California
Department of Transportation
and
U.S. Department of Transportation
Federal Highway Administration

Pursuant to: **42 U.S.C. 4332(2)(C)**

Ronald J. Kosinski
Acting Division Chief
California Department of Transportation

Dec. 7, 2001
Date

Michael G. Ritchie
Division Administrator
Federal Highway Administration

3-14-01
Date

The following persons may be contacted for additional information concerning this document:

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Caltrans District 7
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Los Angeles, CA 90012
(213) 897-0703

John Knipe
City Engineer
City of Westlake Village
31824 W. Village Center Road
Westlake Village, CA 91361
(818) 706-1613

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SCH No. 2001051009
(07/LA/101
KP59.55/61.15)
CU-EA 07186-120161

NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Description

The project consists of widening Lindero Canyon Road from Agoura Road to Via Colinas in the City of Westlake Village including median reconstruction and re-striping of Lindero Canyon Road, construction of a bike path and widening the southbound Lindero Canyon Road on-ramp to northbound US 101 (Ramp G-6) within the Caltrans right-of-way. The reconstruction and widening of portions of Lindero Canyon Road and Ramp G-6 was generated by the projected Year 2020 traffic conditions. Land uses in the immediate vicinity of the project site consist of Office Commercial, Specific Plan (Commercial) and Commercial Recreation.

Summary of Review Process

A Public Notice was published on May 3, 2001 in the Los Angeles Times inviting public comments on the Draft Initial Study/Environmental Assessment which was prepared for the proposed project. The public review period closed on June 18, 2001. The Draft Initial Study/Environmental Assessment was also circulated to the State Clearinghouse on May 3, 2001 for distribution to affected agencies for their review and comment.

Summary of Comments Received on Draft Initial Study/Environmental Assessment

No comments were received on the Draft Initial Study/Environmental Assessment from the public. No comments were received from agencies receiving copies of the Draft Initial Study/Environmental Assessment through the State Clearinghouse, with the exception of the California Department of Fish and Game (CDFG). The CDFG expressed concerns regarding project-related water quality impacts to streams and watercourses in the project vicinity. The CDFG also recommended that a pre-construction survey be conducted for bats, swallows, and nesting birds in the project area and that a buffer be maintained between nesting areas and construction activities. Both concerns expressed by the CDFG have been addressed by new or revised project mitigation measures.

Summary of Mitigation Measures

1. If groundwater is encountered during construction and dewatering is necessary, the effluent generated shall be containerized and disposed of off-site or be treated and discharged on-site after regulatory approval of appropriate permits.
2. If excavation of the sewer line is conducted and soil affected by chlorinated VOC is encountered, the affected soil shall be containerized and disposed of off-site or be treated and discharged on-site after regulatory approval of appropriate permits.

3. Soils along on-ramp G-6 shall be tested for aerially deposited lead in accordance with latest policies during the design stage of Phases 1 and 2. If such soils are found, they shall be properly disposed of in accordance with the special management requirements of a variance issued to CALTRANS by the DSTC.

4. To reduce noise levels below the established noise standards of the City of Westlake Village, the project shall comply with the special provisions of the City's noise ordinance addressing construction noise, including provisions for limiting hours of construction in order to reduce adverse effects on sensitive receptors.

5. Native plant species shall be used to revegetate embankments and roadway edges. Planting and hydroseeding shall be utilized for erosion control purposes.

6. If project activities are to occur during the nesting season of birds (March 1 to September 1), a pre-construction survey for breeding bats and swallows and other nesting birds shall be conducted per California Department of Fish and Game guidelines. A buffer of at least 150 feet for construction activities shall be maintained for any active bird bests (500 feet for raptor nests).

7. The applicant shall consult with local police, fire and other emergency service providers to develop temporary alternatives to the use of Lindero Canyon Road as an emergency response or evacuation route during project construction.

8. If buried historic or prehistoric resources are found during the excavation activities, excavation activities shall be halted and an archaeological monitor shall be retained to formally evaluate such resources for their significance and/or importance pursuant to CEQA.

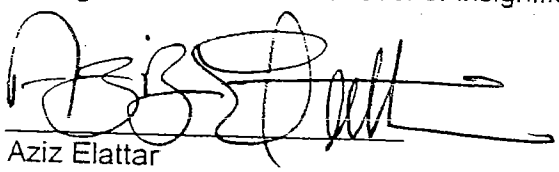
Determination

An Initial Study/Environmental Assessment has been prepared by the California Department of Transportation (Caltrans). On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

1. There will be no effect on: unique or natural features, plant or animal life, habitats, archaeological, historic, agricultural, scenic or timber resources, residences, businesses, schools or neighborhoods, flood plains, wetlands or water bodies.

2. There will be no significant effect on: air or water quality, improvements or increases in energy consumption.

3. Mitigation Measures have been included in the project which will reduce potentially significant effects to a level of insignificance.



Aziz Elattar
Acting Deputy District Director
Division of Environmental Planning
California Department of Transportation

8-23-2001
Date

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR
STREET AND RAMP IMPROVEMENTS AT LINDERO CANYON ROAD AND U.S. HIGHWAY 101, WESTLAKE VILLAGE, CALIFORNIA

The project consists of widening Lindero Canyon Road from Agoura Road to Via Colinas in the City of Westlake Village including median reconstruction and re-striping of Lindero Canyon Road, construction of a bike path, and widening the southbound Lindero Canyon Road on-ramp to northbound US 101 (Ramp G-6) within the Caltrans right-of-way. The reconstruction and widening of portions of Lindero Canyon Road and Ramp G-6 was generated by the projected Year 2020 traffic conditions.

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the enclosed Environmental Assessment.

César E. Pérez
Sr. Transportation Engineer

9/13/01
Date

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

A. PURPOSE OF AND NEED FOR PROJECT

The City of Westlake Village (City) proposes to widen Lindero Canyon Road and Ramp G-6 at U.S. Highway 101 (US 101) K.P.59.55/61.15. The proposal to reconstruct and widen portions of Lindero Canyon Road and ramp G-6 was generated by the projected Year 2020 traffic deficiencies as summarized in the combined Project Study Report/Project Report, Section 6, Traffic and Accident Data and WPA Traffic Engineering, Inc, *US 101- Lindero Canyon Road PSR Traffic Analysis*, April, 1997.

The project is needed in order to accommodate future anticipated growth and to reduce congestion and related accidents. As can be seen in **Table 1**, below, four (4) key intersections will have deficient operations by the year 2020 without the proposed improvements. The proposed improvements will assist the City in achieving objectives included in the City's General Plan Circulation Element. The Circulation Element establishes LOS C as the minimum acceptable level of service at all intersections within the City, except that LOS D is acceptable at intersections along Lindero Canyon Road between Agoura Road and Via Colinas. These minimum acceptable levels of service will be achieved (with the exception of the intersection of Lindero Canyon Road and Via Colinas) with implementation of the project.

Lindero Canyon Road is a major arterial highway in the City of Westlake Village. It is currently striped for two lanes in each direction. The City is currently widening Lindero Canyon Road east of Via Colinas to accommodate three lanes in each direction. The widening of Lindero Canyon Road is consistent with the City's General Plan.

The Lindero Canyon Road Interchange with U.S. 101 was constructed in 1974. US 101 is an interregional freeway. The existing roadway consists of eight mixed flow lanes and auxiliary lanes. The 2010 Route Concept Report indicates that US 101 should consist of eight mixed flow and two HOV lanes. The HOV lanes would be accommodated in the median of this segment of the freeway so that no outside widening would be necessary. This proposal would not interfere with existing usage of US 101 and would be consistent with and would not affect its future operations. The Lindero Canyon Bridge will not require further modification in the future when additional (HOV) lanes are added in the future.

Background

The Lindero Canyon Road overcrossing of US 101 (built in 1974) is located in the southern portion of the City of Westlake Village. Westlake Village is located in the Conejo Valley, a rapidly growing urban area, approximately 20 miles northwest of the City of Los Angeles at the western edge of Los Angeles County. US 101 runs in a generally north-south direction (but east-west through Westlake Village) and provides access to the Los Angeles region to the southeast. Lindero Canyon Road carries traffic both within the Westlake Village area and to and from US 101. The widening of Lindero Canyon Road and on-ramp G-6 would

involve excavation for grading and construction of a retaining wall along the south side of the adjoining Dole Foods Corporation (Dole) property at 5411 Lindero Canyon Road. The City of Westlake Village has a cooperative development agreement with Dole and the State of California Department of Transportation (CALTRANS) for improvements along the Dole property and the northbound on-ramp to US 101. The City will acquire a strip along the eastern and southern sides of the Dole property. The strip includes a maximum 8.5 meter (28 foot) width for additional Lindero Canyon Road right-of-way (ROW), and a temporary construction easement of 7.0 meter (22.5 foot) width. Following construction of improvements, CALTRANS will receive and take control of the ROW associated with the limits of the state highway. The 2010 Route Concept Report states that US 101 at Lindero Canyon Road should consist of eight mixed flow lanes and two HOV lanes. The existing freeway has eight mixed flow lanes and auxiliary lanes in each direction.

Deficiencies

A Traffic Analysis Report has been completed for Lindero Canyon Road for existing conditions and the year 2020 with and without traffic improvements.[1] A total of four intersections included in the report were:

Lindero Canyon Road and Agoura Road
Lindero Canyon Road and US 101 Southbound Off-ramp
Lindero Canyon Road and US 101 Northbound Off-ramp
Lindero Canyon Road and Via Colinas

The results of the existing and Year 2020 traffic condition analysis for these intersections are presented in **Table 1**. The analysis shows deficiencies in the Year 2020, if road improvements are not made, at Lindero Canyon Road and Via Colinas in both the a.m. and p.m. peak hours; at Lindero Canyon Road and Northbound on-ramp in the a.m. peak hour; and, at Lindero Canyon Road and Agoura Road in the p.m. peak hour. An explanation of levels of service is provided in **Table 2**.

Table 1
Level of Service Analyses

Intersection Capacity Utilization/Level of Service						
Location	**Existing Conditions**		**Year 2020 Conditions without Improvements**		**Year 2020 Conditions with Improvements**	
	AM	**PM**	**AM**	**PM**	**AM**	**PM**
Lindero Canyon Road and Via Colinas	0.76/C	0.74/C	1.05/F	1.40/F	0.92/E	0.93/E
Lindero Canyon Road and Southbound Off-ramp	0.51/A	0.57A	0.82/D	0.77/C	0.79/C	0.77/C
Lindero Canyon Road and Northbound Off-ramp	0.53/A	0.60/A	1.01/F	0.84/D	0.80/C	0.72/C
Lindero Canyon Road and Agoura Road	0.66/B	0.76/C	0.83/D	0.96/E	0.66/B	0.65/B

[1] WPA Traffic Engineering , Inc, *US 101- Lindero Canyon Road PSR Traffic Analysis*, April, 1997.

Table 2
Level of Service Definitions for Signalized Intersections

LOS	V/C	DEFINITION	
A	0.00-0.60	Excellent	No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.60-0.70	Very Good	An occasional approach phase if fully utilized; many drivers begin to feel some what restricted within groups of vehicles.
C	>0.70-0.80	Good	Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.80-0.90	Fair	Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.90-1.00	Poor	Represents the most vehicle intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.00	Failure	Backups from nearby locations or on cross-streets may restrict or prevent movement of tremendous delays with continuously increasing queue lengths.

Accident Data

Table 3 is a summary of the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) Table B printout for this project's locations at Lindero Canyon Road and SR101 for five years. The TASAS is for the period January 1, 1993 to December 31, 1997. A complete copy of the TASAS, Table B printout for the Lindero Canyon Road Interchange is included in the PSR/PR.

Table 3
TASAS Accident Rates

Location	Total No. of Accidents	Actual Rates*			Average Rates*		
		F	F + 1	Total	F	F + 1	Total
SB on from NB Lindero Canyon Rd	1	0.000	0.00	0.12	0.004	0.23	0.60
NB off to Lindero Canyon Rd	13	0.000	0.13	0.55	0.005	0.59	1.50
NB on from NB Lindero Canyon Rd	0	0.000	0.00	0.00	0.002	0.27	0.70
SB on from SB Lindero Canyon Rd	3	0.000	0.09	0.26	0.002	0.27	0.70
NB on from SB Lindero Canyon Rd	4	0.000	0.09	0.36	0.004	0.23	0.60
SB Off to Lindero Canyon Rd	12	0.000	0.22	0.66	0.005	0.59	1.50

*Accidents per Million Vehicle Miles

A review of **Table 3** indicates that the actual total accident rates are less than the average rates expected for the locations indicated along Lindero Canyon Road. It is expected that widening Lindero Canyon Road at these locations will not increase the actual accident rates and would instead lower future accident rates by reducing future traffic congestion.

B. PROJECT DESCRIPTION

ALTERNATIVES ANALYSIS

This section describes the alternatives considered for the project: No-build (Alternative A), La Tienda Road extension alternative (Alternative B), and the Preferred Alternative (Alternative C).

No Build Alternative – Alternative A

Alternative A, the No Build or "No Project" alternative, would result in no widening improvements to Lindero Canyon Road or associated ramps at the US 101/Lindero Canyon Road Interchange. While this alternative would result in no construction-related impacts, this alternative would not be consistent with local planning. This alternative does not address future traffic deficiencies resulting from continued growth and increasing traffic levels. As indicated in Table 1, three of the four intersections studied are projected to operate at Levels of Service (LOS) E and F for the year 2020 "no build" alternative.

La Tienda Road Extension – Alternative B

This alternative consisted of the extension of La Tienda Road from Via Rocas to Lindero Canyon Road, intersecting Lindero across from the U.S. 101 Northbound Off-ramp. The

northbound direct on-ramp would be widened to two lanes and depressed under the La Tienda Road extension. Preliminary geometric design identified significant design issues, most notably prohibitively high retaining wall and structure costs. Reasons for these high costs included the high retaining walls required to provide vertical clearance on the on-ramp and the long structure necessitated by sight distance requirements along the on-ramp curve. In addition to its economic infeasibility, this alternative would also require more right-of-way than the preferred alternative, would present drainage difficulties due to the depth of the depressed on-ramp (potential need for pumping stormwater, with associated concerns regarding maintenance and safety in the event of pump failure), and would result in a less-aesthetically pleasing project (very high retaining walls and overhead structures).

Preferred Alternative – Alternative C

The City of Westlake Village (City) proposes to widen Lindero Canyon Road and Ramp G-6 at U.S. Highway 101(US 101) (K.P.59.55/61.15) **(See Figure 1, Location Map).** The proposal to reconstruct and widen portions of Lindero Canyon Road and ramp G-6 was generated by the projected Year 2020 traffic deficiencies as summarized in the combined Project Study Report/Project Report, Section 6, Traffic and Accident Data and WPA Traffic Engineering, Inc, *US 101- Lindero Canyon Road PSR Traffic Analysis*, April, 1997. The preferred alternative comprises a significant portion of the project identified as Project LA960142 in the Federal Transportation Improvement Program. In addition, the project is the central element of the Congestion Management Program Deficiency Plan for the City of Westlake Village, as approved by the Los Angeles County Metropolitan Transportation Authority. The project has also been designated as a High Priority project (Project No. 0065) under the Transportation Equity Act of the 21st Century (TEA-21), with Federal funding in the amount of $236,000. The balance of the project funding will be provided by local funds.

It is proposed to widen Lindero Canyon Road between Via Colinas to the north of US 101 and Agoura Road to the south from two lanes to three lanes in each direction. The bridge overcrossing would not require widening. Proposed improvements include the widening of the west side of Lindero Canyon Road and the northbound on-ramp (G-6) to US 101. The construction project will extend from Via Colinas to Agoura Road, a distance of 750 meters (2,450 feet). The City proposes to construct this alternative in two phases for funding reasons. Phase 1 would involve reconstruction and widening of Lindero Canyon Road to accommodate three lanes in each direction and a bikepath. Phase 2 would involve the widening of Ramp G-6 to two lanes **(Please refer to Figures 2a through 2f, Phase 1 Layouts and Cross Sections, and Figures 2g through 2i, Phase 2 Layouts and Cross Sections).**

Based on the descriptions of the relevant resources in Section C (Affected Environment), and the predicted effects of the preferred alternative in Section D (Environmental Evaluation), the preferred alternative (Alternative C) represents the best choice to reduce existing and projected future congestion levels. It is also the best choice to reduce congestion-related accidents in the project area by enhancing capacity and mobility along Lindero Canyon Road.

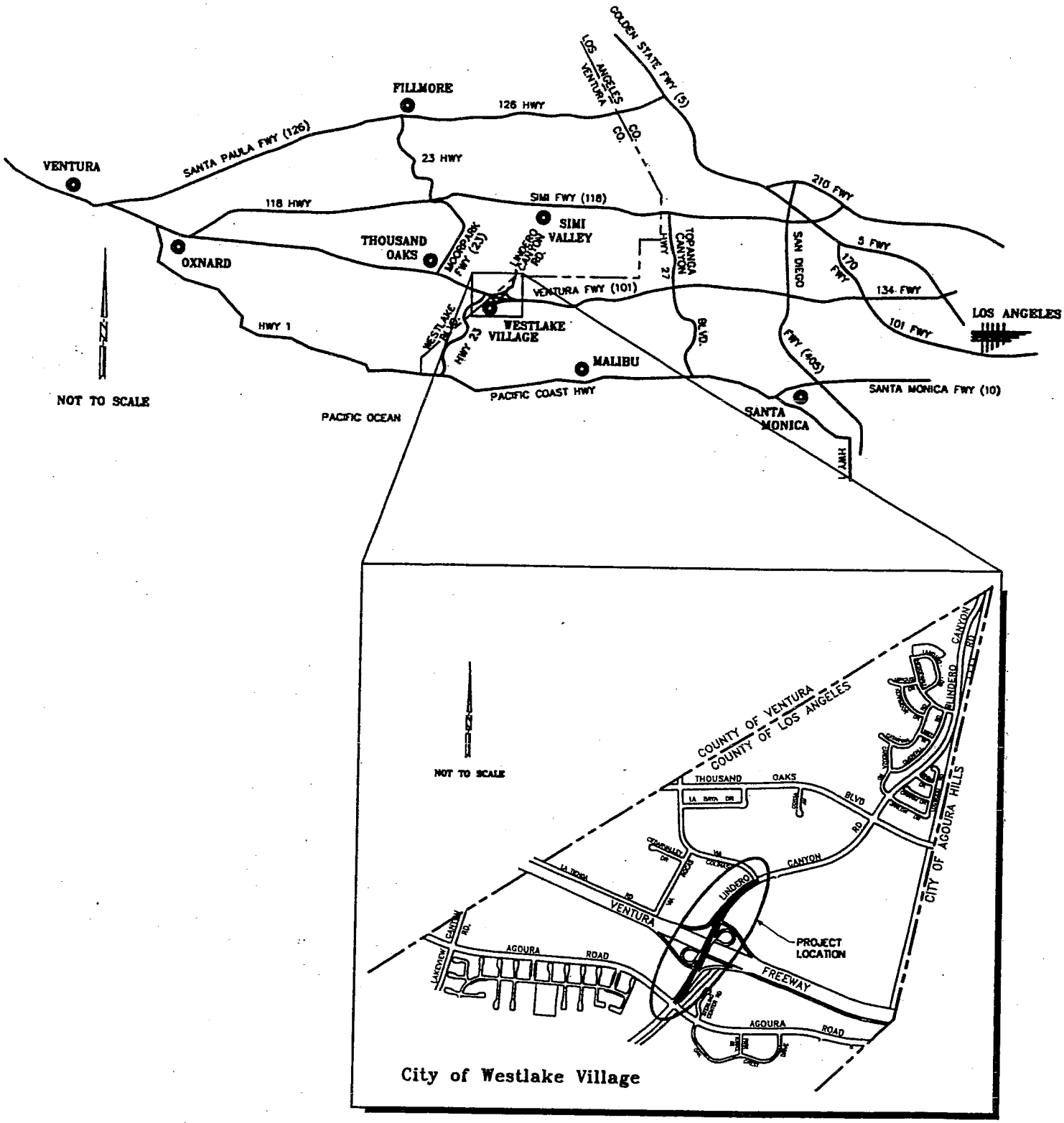
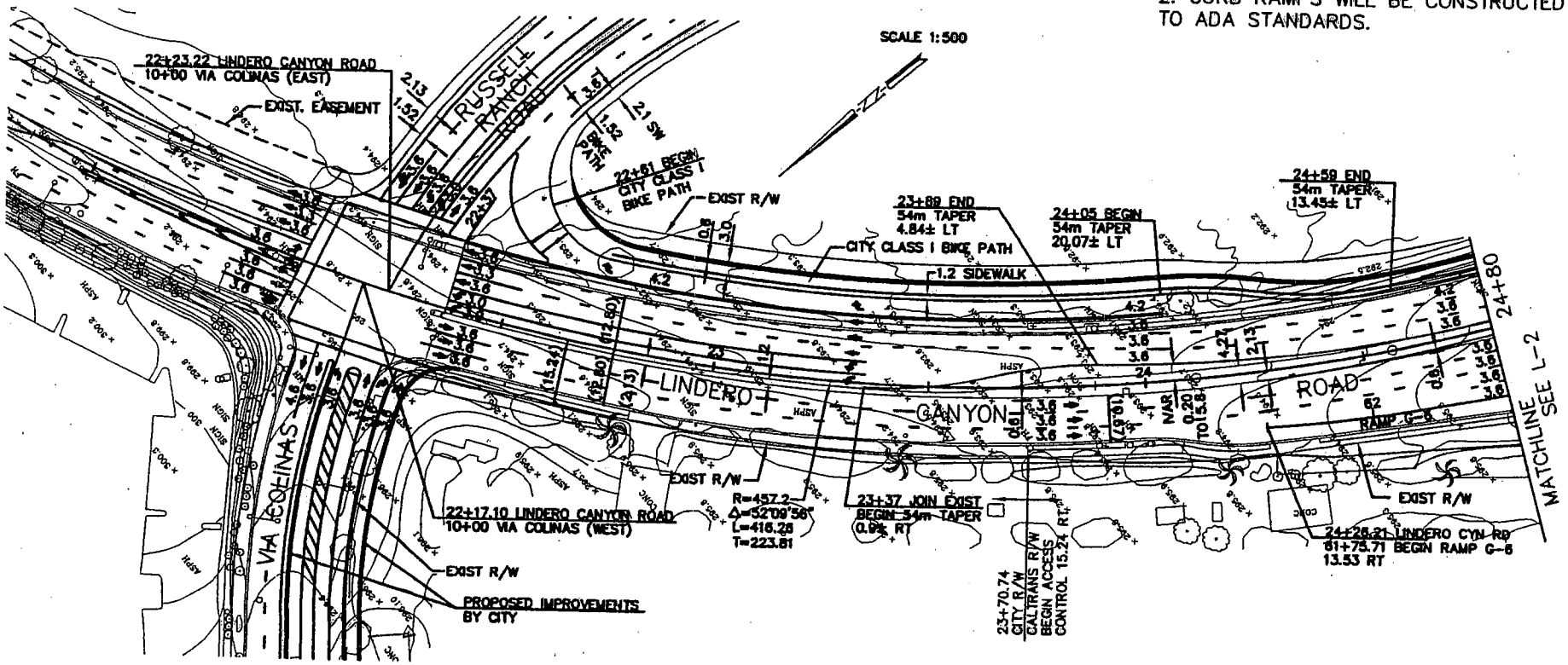


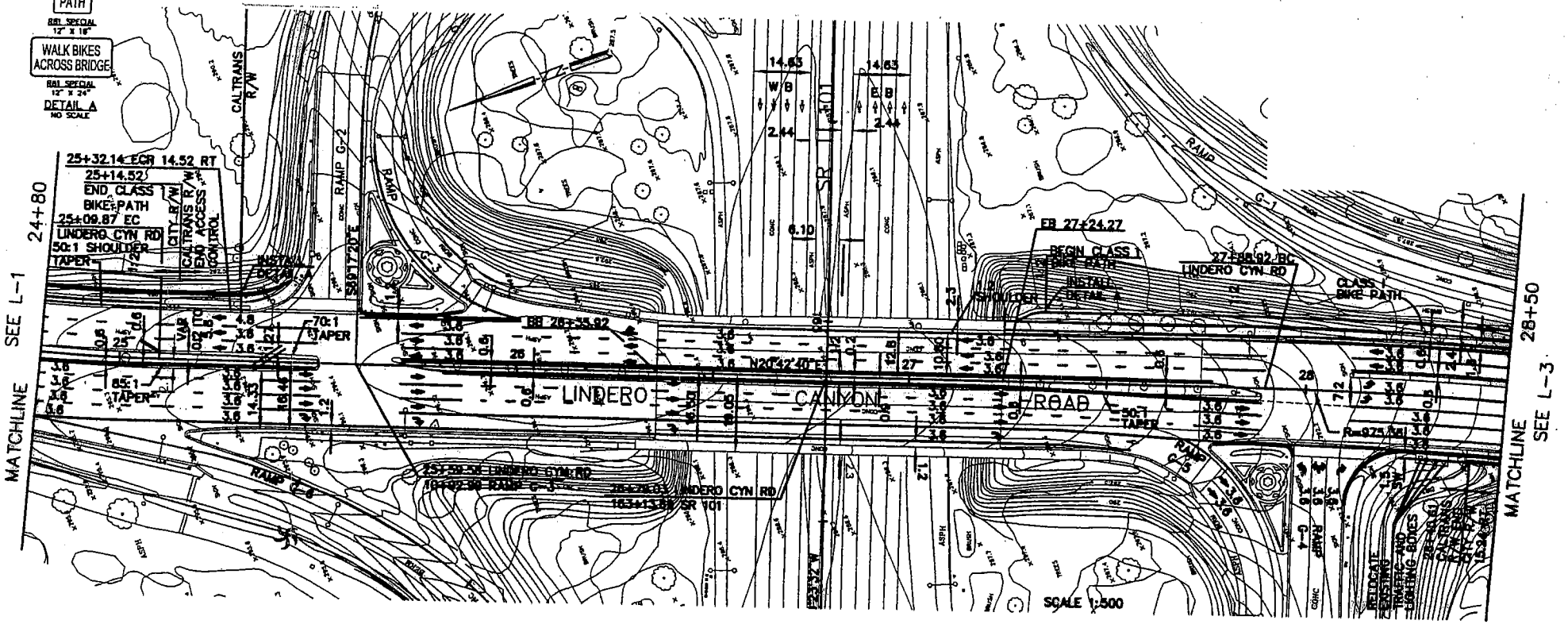
Figure 1
Location Map

NOTES: 1. VERTICAL ALIGNMENT FOR LINDERO CANYON ROAD, ALTERNATIVE B, PHASE 1 WILL NOT BE REVISED. REFERENCE IS MADE TO CONTRACT NO. 07-100554 SHEET 22 OF 292.
2. CURB RAMPS WILL BE CONSTRUCTED TO ADA STANDARDS.

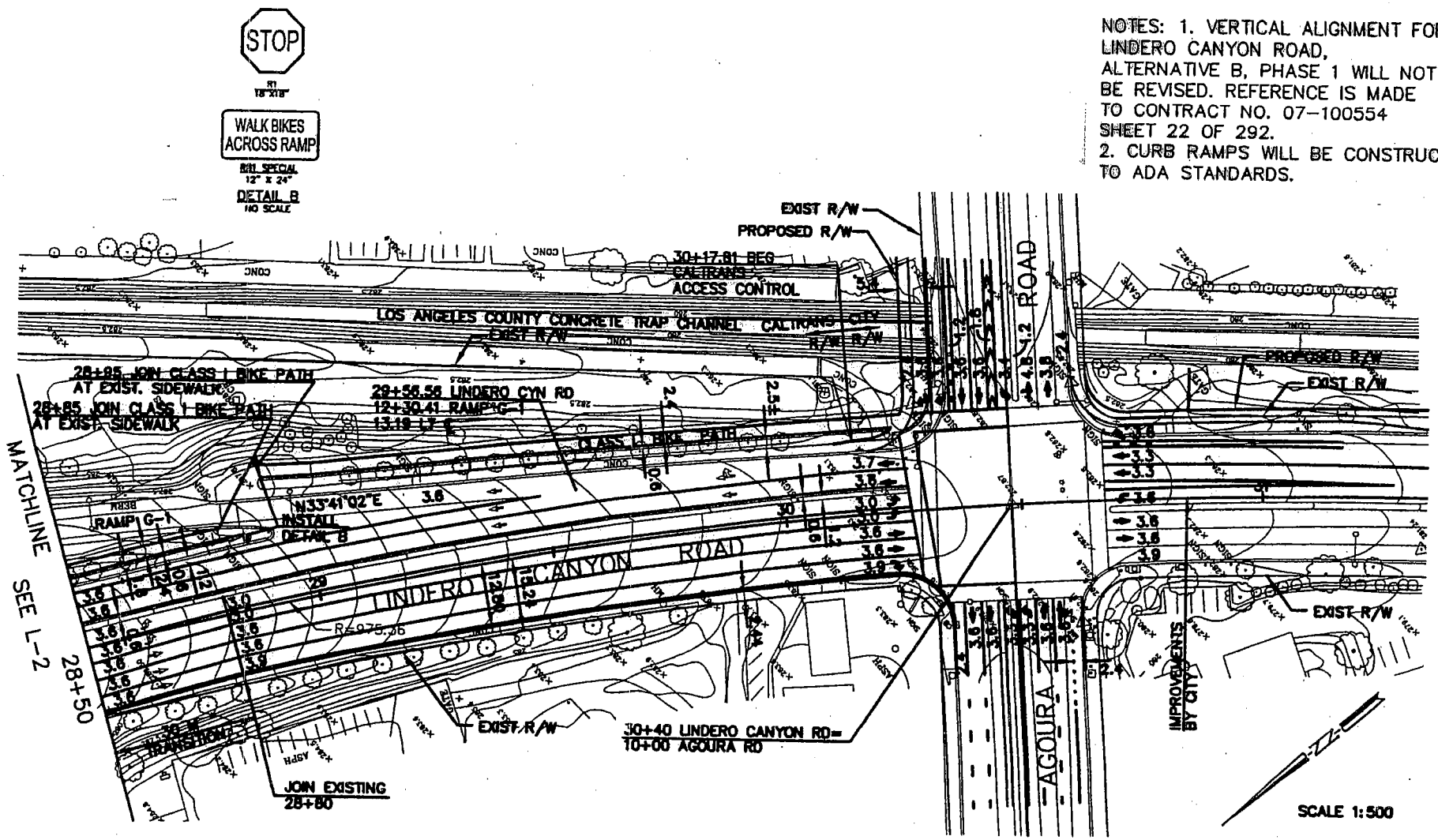


Phase 1 Layout
Figure 2a

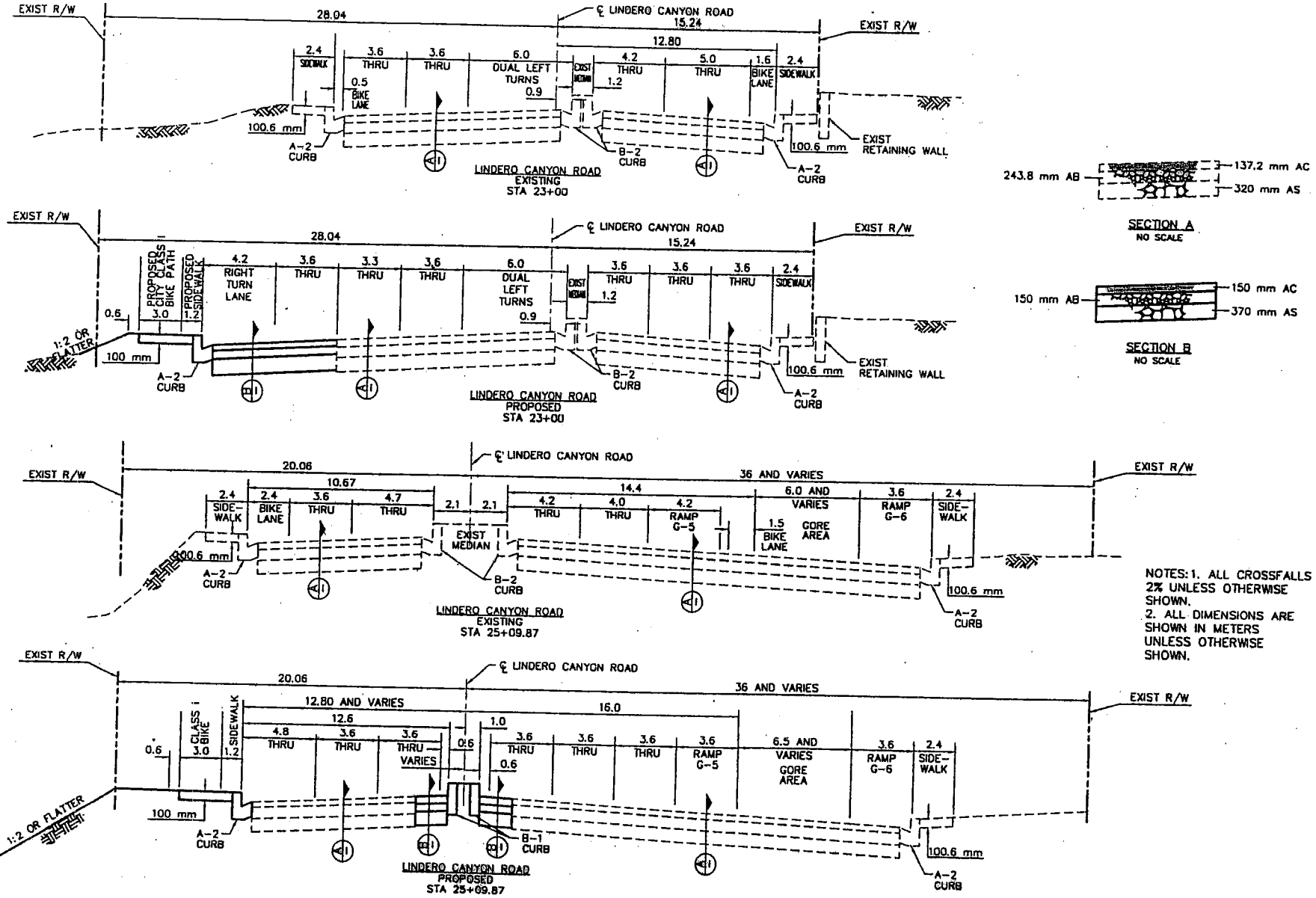
NOTES: 1. VERTICAL ALIGNMENT FOR LINDERO CANYON ROAD, ALTERNATIVE B, PHASE 1 WILL NOT BE REVISED. REFERENCE IS MADE TO CONTRACT NO. 07–100554 SHEET 22 OF 292.
2. CURB RAMPS WILL BE CONSTRUCTED TO ADA STANDARDS.



Phase 1 Layout
Figure 2b



Phase 1 Layout
Figure 2c

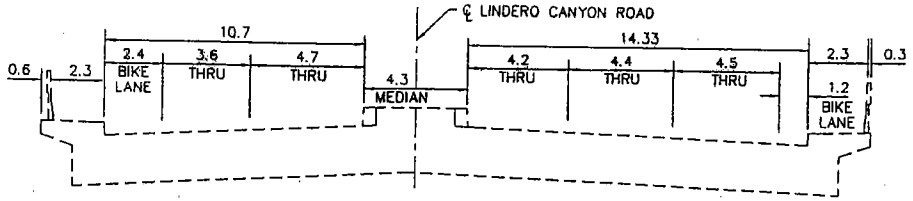


SECTION A
NO SCALE

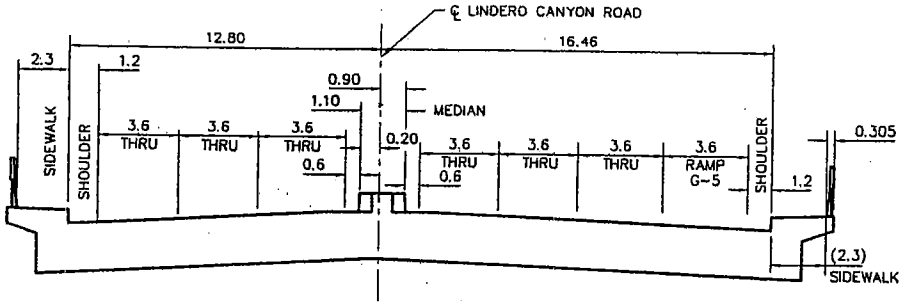
SECTION B
NO SCALE

NOTES: 1. ALL CROSSFALLS 2% UNLESS OTHERWISE SHOWN.
2. ALL DIMENSIONS ARE SHOWN IN METERS UNLESS OTHERWISE SHOWN.

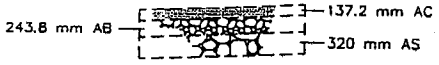
Phase 1 Cross Section
Figure 2d



LINDERO CANYON ROAD
EXISTING
STA 27+00



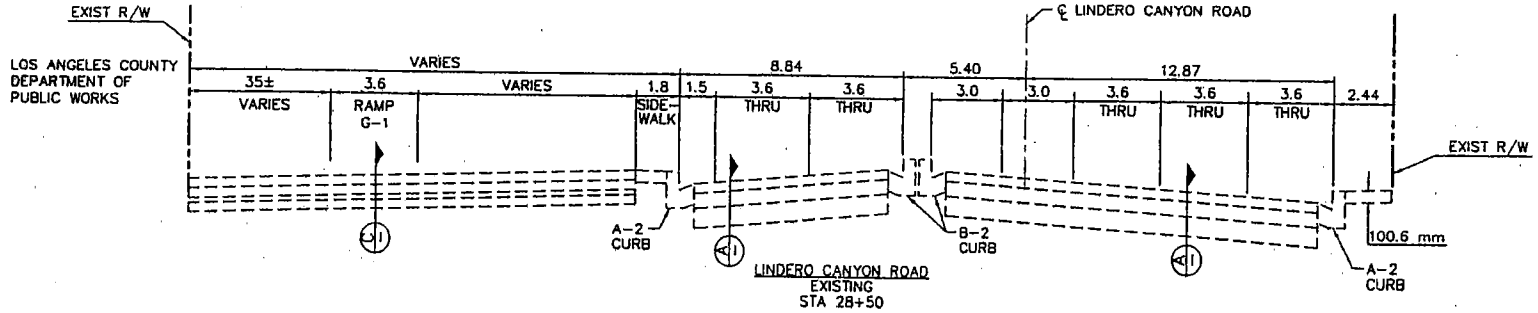
LINDERO CANYON ROAD
PROPOSED
STA 27+00



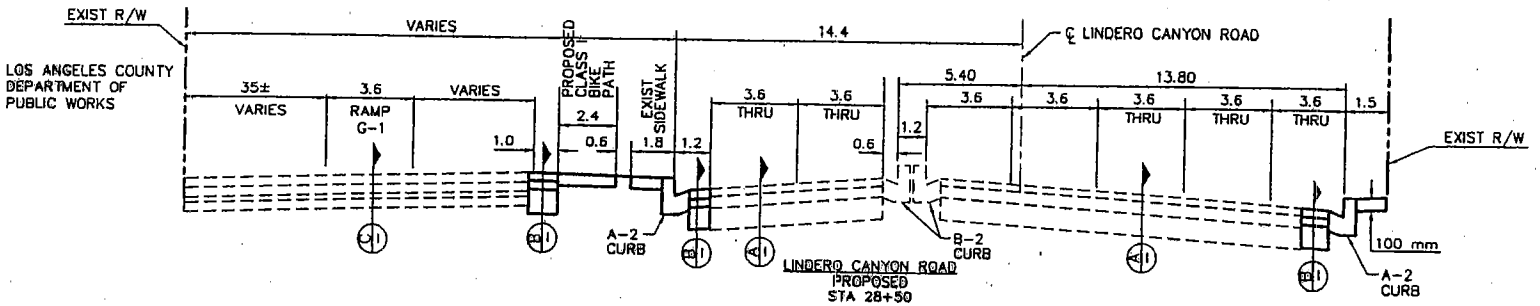
SECTION A
NO SCALE

SECTION B
NO SCALE

SECTION C
NO SCALE



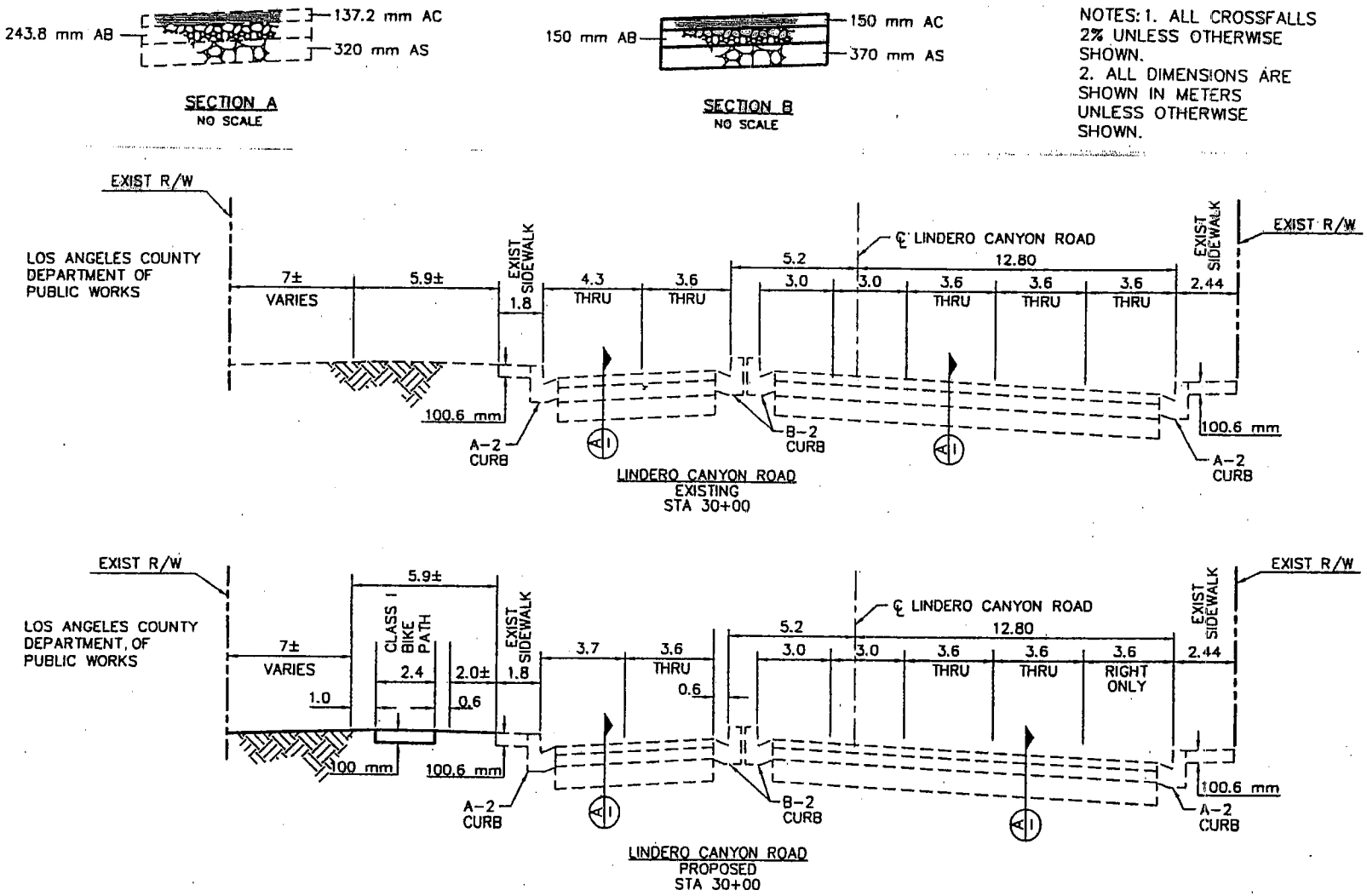
LINDERO CANYON ROAD
EXISTING
STA 28+50



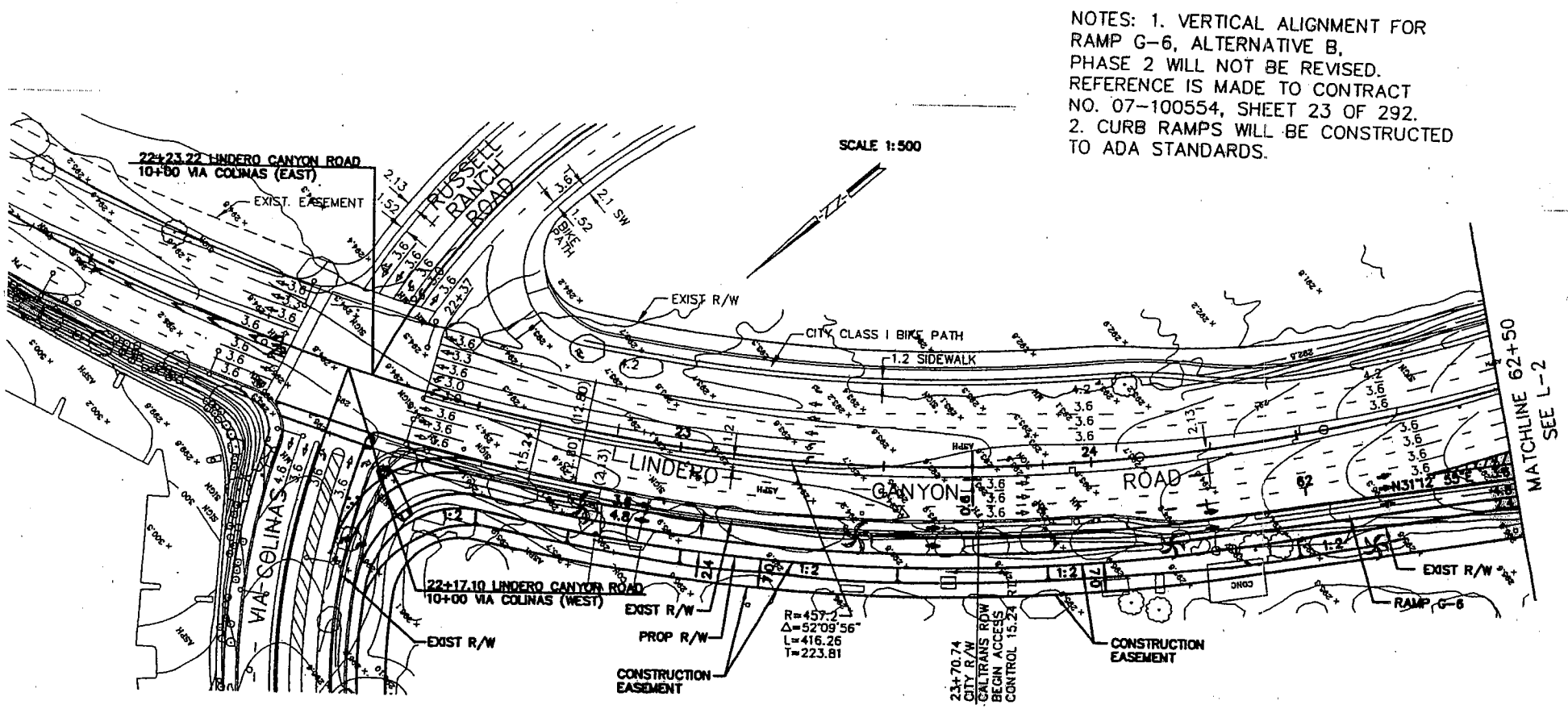
LINDERO CANYON ROAD
PROPOSED
STA 28+50

NOTES: 1. ALL CROSSFALLS 2% UNLESS OTHERWISE SHOWN.
2. ALL DIMENSIONS ARE SHOWN IN METERS UNLESS OTHERWISE SHOWN.

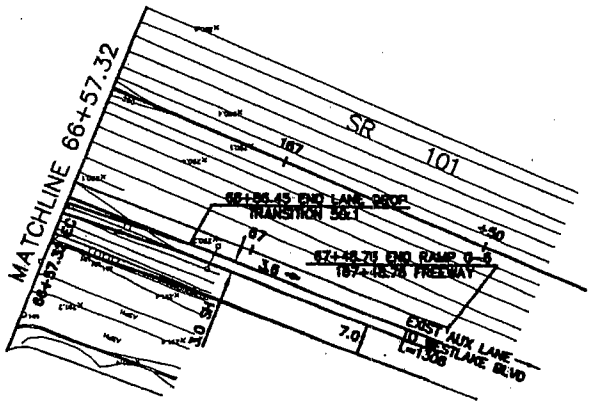
Phase 1 Cross Section
Figure 2e



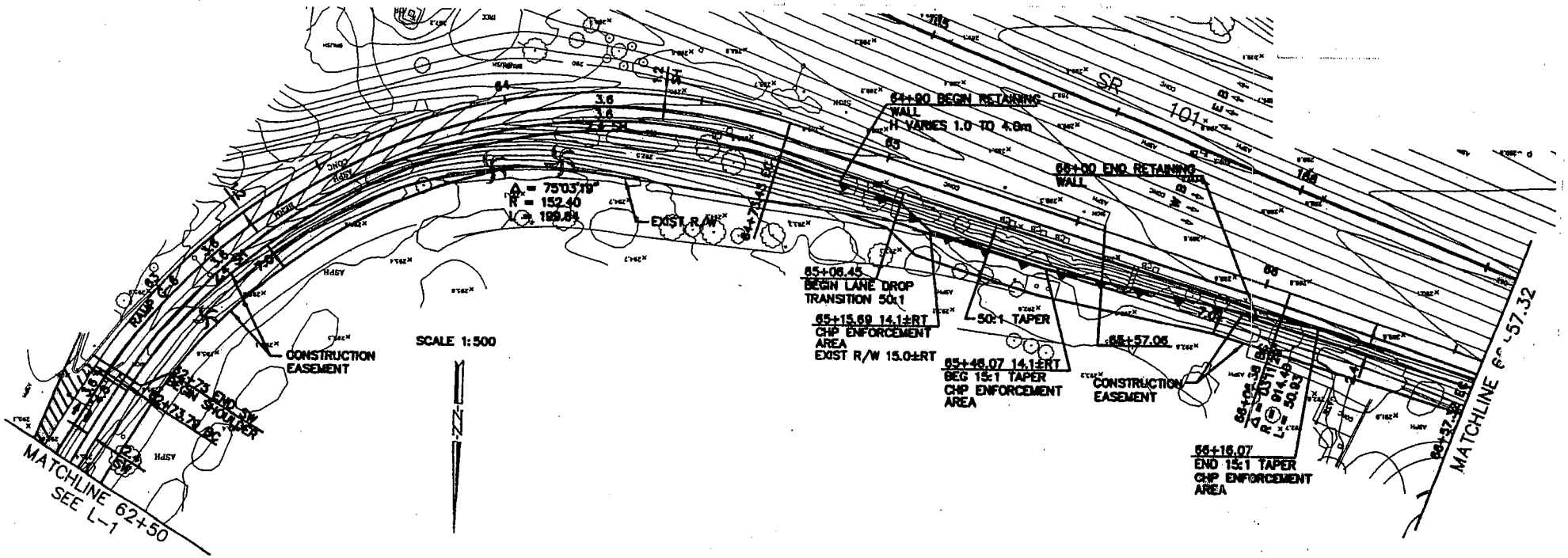
Phase 1 Cross Section
Figure 2f



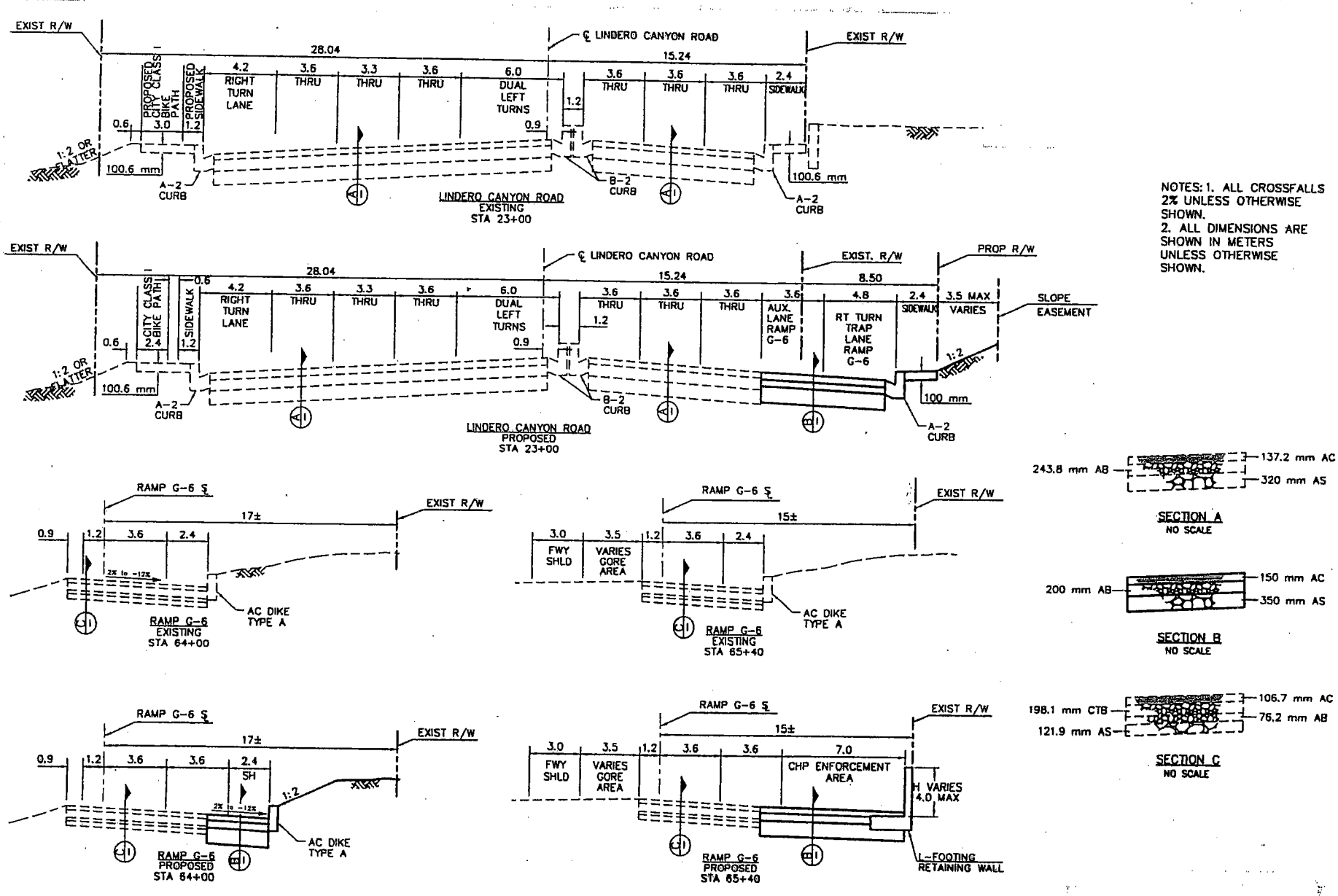
Phase 2 Layout
Figure 2g



NOTES: 1. VERTICAL ALIGNMENT FOR RAMP G-6, ALTERNATIVE B, PHASE 2 WILL NOT BE REVISED. REFERENCE IS MADE TO CONTRACT NO. 07-100554, SHEET 23 OF 292.
2. CURB RAMPS WILL BE CONSTRUCTED TO ADA STANDARDS.



Phase 2 Layout
Figure 2h



NOTES: 1. ALL CROSSFALLS 2% UNLESS OTHERWISE SHOWN.
2. ALL DIMENSIONS ARE SHOWN IN METERS UNLESS OTHERWISE SHOWN.

Phase 2 Cross Section
Figure 2i

Phase 1 - Lindero Canyon Road Widening

Curb returns and island curbs and gutters at the ramp termini for Ramps G-1, 2,3,4 and 5 would undergo minor reconstruction. Lindero Canyon Road between Via Colinas and Agoura Road would be widened from two lanes to three lanes in each direction. To accomplish this, portions of roadway curb and gutter and raised median would be reconstructed but the bridge overcrossing of U.S. 101 would not require widening. The City has acquired the necessary right of way for this work.

The schedule for Phase 1 is being dictated by development projects in the City of Westlake Village which are scheduled to be completed by 2004. It is the City's desire to have the roadway improvements in place prior to completion of the developments.

Phase 2 - Ramp G-6 Widening

Ramp G-6 would be widened to two lanes and include a California Highway Patrol (CHP) enforcement pocket. Provisions would also be made for future ramp metering equipment should the need arise beyond the year 2004. The City proposes to begin the widening at Via Colinas. The ramp widening project would provide for two free right turn lanes for southbound Via Colinas traffic at Lindero Canyon Road.

The schedule for Phase 2 is being dictated by development projects in the City of Westlake Village which are scheduled to be completed by 2004. It is the City's desire to have the roadway improvements in place prior to completion of the developments.

Traffic Signals

Existing traffic signals at the Lindero Canyon Road intersections with Via Colinas, Agoura Road and the freeway ramps would require construction modification.

Non-Standard Design Features

There is one non-standard advisory feature associated with this proposal. This proposal provides for a varying median width with a minimum width of 1.1 meters (3.6 feet). *Topic 308 - Cross Sections for Roads Under Other Jurisdictions; 308.1 City Streets and County Roads, Caltrans Highway Design Manual,* requires that conventional highway design standards be incorporated in a project. The conventional highway design standards for median widths are identified in *Topic 305 - Median Standards; 305.1 Width: (2) Conventional Highways, Caltrans Highway Design Manual,* which states that the minimum median width for city street conditions should be 3.6 meters (11.8 feet). The project provides for a 1.1 meters (3.6 feet) minimum median width for Lindero Canyon Road which is a non-standard design feature. A Fact Sheet, completed to justify the exception for a nonstandard median width, has been approved by Caltrans.

Permits Required

A Control Checklist of Water Pollution has been completed for this project. The construction contractor will obtain the NPDES Permit required for this project prior to the start of construction.

The City of Westlake Village will apply for an Encroachment Permit from Caltrans for this project, and a permit from Los Angeles County Department of Public Works for improvements to Agoura Road over the flood control channel.

C. AFFECTED ENVIRONMENT

Location

The Lindero Canyon Road overcrossing of US 101 (built in 1974) is located in the southern portion of the City of Westlake Village. Westlake Village is located in the Conejo Valley, a rapidly growing urban area, approximately 20 miles northwest of the City of Los Angeles at the western edge of Los Angeles County.

Topography

The topography of the project area is nearly flat about 950 feet above sea level. Drainage is from north to south via groundwater flow. The east side of Lindero Canyon Road has no improvements other than signs and traffic signals. Vegetation includes annual grasses and weeds, oak trees and oleanders. Improvements along the west side of Lindero Canyon Road, adjacent to the Dole property, include a sidewalk, a section of retaining wall, signs and traffic signals. A short slope above the retaining wall extends to a chain link fence surrounding the relatively level area of the Dole property which is currently undergoing grading for construction of the Dole World Headquarters. The slope is vegetated with several types of trees and sparse annual grasses and weeds. The level area of the Dole property is at approximately the same grade as the top of on-ramp G-6. The retaining wall extends south along Lindero Canyon Road to approximately 600 feet south of Via Colinas beyond which there is no retaining wall, and the south side of the Dole property slopes moderately steeply from the fence line to on-ramp G-6. This slope is well vegetated with annual grasses and weeds as well as various shrubs and trees, including oleanders, palms and pines most of which are located along the fence line.

Land Use

The existing General Plan designation for the property on the northwest quadrant of the Lindero Canyon Road/U.S. 101 interchange is Office Commercial; in the northeast quadrant, Specific Plan (Commercial); in the southwest quadrant, Commercial Recreational; and in the southeast quadrant Office Commercial. Land uses within the vicinity of the project include the Dole corporate headquarters (northwest quadrant); vacant land and a cemetery (northeast quadrant); a golf course and clubhouse (southwest quadrant); and office/industrial buildings (southeast quadrant).

Land uses within the City of Westlake Village are controlled by the City of Westlake Village General Plan. A comparison of the project with existing General Plan goals and policies indicates that the project is consistent with the City of Westlake Village's General Plan and the designation of Lindero Canyon Road as a major arterial highway. The proposed improvements to the interchange will also help achieve objectives included in the City's General Plan Circulation Element. The Circulation Element establishes LOS C as the minimum acceptable level of service at all intersections within the City, except that LOS D is acceptable at intersections along Lindero Canyon Road between Agoura Road and Via Colinas

Biological Resources

The areas adjacent to Lindero Canyon Road, south of Via Colinas, consist largely of bare earth and patches of weeds and grass. Some native vegetation exists along this portion of Lindero Canyon Road but there is no significant amount of native plant species on either side of the road. The east side of Lindero Canyon Road has no improvements other than signs and traffic signals. Vegetation includes annual grasses and weeds, oak trees and oleanders. Improvements along the west side of Lindero Canyon Road, adjacent to the Dole property, include a sidewalk, a section of retaining wall, signs and traffic signals. A short slope above the retaining wall is vegetated with several types of trees and sparse annual grasses and weeds. The south side of the Dole property slopes moderately steeply from the fence line to the Lindero Canyon Road on-ramp to northbound US 101. This slope is well vegetated with annual grasses and weeds as well as various shrubs and trees, including oleanders, palms and pines, most of which are located along the fence line. Some native vegetation exists along roadway embankments and within the interior of the interchange loop ramps where Lindero Canyon Road crosses over U.S. 101. Areas adjacent to and within the loop ramps are also heavily landscaped with non-native plant species which are part of the freeway planting which occurred when the interchange was first constructed.

Pacific Southwest Biological Services conducted a search of the California Department of Fish and Game's Natural Diversity Data Base (NDDB) in May, 1997 to determine if any rare, threatened, or endangered plant or animal species are known to exist in the immediate vicinity of the project site. The database indicated that the following resources are within the region: Santa Susanna Tarplant (*Hemizonia minthornii)*, Lyon's Pentachaeta (*Pentachaeta lyonii),* Bank Swallow *(Riparia riparia)* and the Western Pond Turtle *(Clemys marmorata pallida).* The following sensitive habitats also occur in the region: Southern Coast Live Oak Riparian Forest, Southern Sycamore Alder Riparian Woodland and Valley Oak Woodland.

Cultural Resources

A standard archaeological records check and literature review was completed for the project by EIP Associates in May 1997. The records check and literature review showed that fourteen cultural resource studies have been conducted in Los Angeles County and ten within Ventura County within one mile of the project site. Of these, ten contain identified cultural resources but none of the ten are within the current Area of Potential Effects (APE). The majority of the APE has been addressed by cultural resource

investigations between 1969 and 1996. The areas not surveyed or addressed are located northwest of the Lindero Canyon Road overcrossing between US 101 and Via Colinas and between Lindero Canyon Road and Via Rocas.

Hazardous Waste

An Initial Site Assessment (ISA) Report has been completed for this proposed project. Of the hazardous waste sites or otherwise environmentally impacted sites present in the vicinity of the study area, only the Dole property appears to have adverse environmental impacts with potential to affect the project area. A plume of groundwater contamination consisting of dissolved chlorinated volatile organic compounds (VOCs) in concentrations exceeding the Maximum Contaminant Limit extends south from the Dole property approximately centered on the Lindero Canyon Road on-ramp to northbound US 101.

Waterways and Hydrologic Systems

The nearest natural, unchannelized watercourse to the project site is Lindero Creek, which is located over a half-mile northeast of the project site. Lindero Creek acts as a natural flood channel for the area and its 100-year and 500-year floodplains are contained within the unimproved channel. There are no sole source acquifers in the area

Drainage in the project area is currently conveyed to an open trapezoidal channel owned and operated by the Los Angeles County Flood Control District (PD 728). This channel is aligned parallel to Lindero Canyon Road and extends from the U.S. 101 Freeway to Westlake Lake south of Foxfield Drive.

Water Quality

Water quality is currently regulated by a General Construction Activity Storm Water permit, issued by the Regional Water Quality Control Board (RWQCB) pursuant to the Clean Water Act. Provisions of the National Pollutant Discharge Elimination System (NPDES) establish procedures to protect against water quality impacts resulting from project construction. Provisions under the General Construction Storm Water Permit require that a Storm Water Pollution Prevention Plan (SWPPP) be implemented to control construction site runoff that could potentially degrade water quality.

Air Quality

The Clean Air Act Amendments (CAAAs) of 1990 require that transportation plans, programs, and projects which are funded by or approved under Title 23 U.S.C. or the Federal Transit Act (FTA) conform with state or federal air quality plans. The project is identified in the 1998/99 through 2004/2005 Regional Transportation Improvement Program (RTIP), which is in conformance with all applicable State Implementation Plans (SIPs), and with the 1998 Regional Mobility Element prepared by the Southern California Association of Governments (SCAG). Assumptions used in the FY 1998/99 through 2004 – 2005 RTIP regarding population, employment, travel and congestion were the most recent developed by SCAG for the 1998 RTP, and included the most recently approved planning assumptions by SCAG's Regional Council. SCAG conducted a regional emissions analysis

of the FY 1998/99 – 2004/2005 RTIP and used the most recent California Air Resources Board (CARB) emission factors.

Pedestrian and Bicycle Facilities

As with all other arterial streets in the City of Westlake Village, Lindero Canyon Road currently provides for bicycle traffic with designated facilities. There is currently a Class II bicycle traffic lane located between Via Colinas and Agoura Road. There are no pedestrian facilities (sidewalks) in the project area.

D. Environmental Evaluation

The Environmental Significance Checklist was used to identify physical, biological, social and economic factors which might be impacted by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project will not affect a particular item. A "NO" answer in the first column documents this determination. When there is a need for clarifying discussion, an asterisk is shown next to the answer. The discussion is in the section following the checklist.

PHYSICAL. Will the Proposal (either directly or indirectly):	**YES or NO**	**If YES, is it significant? YES or NO**
1. Appreciably change the topography or ground surface relief features?	Yes	No*
2. Destroy, cover, or modify any unique geologic or physical features?	No	
3. Result in the loss of availability of a known mineral resource or locally important mineral resource recovery site that would be of value to the region and the residents of the state?	No	
4. Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	No*	
5. Result in or be affected by soil erosion or situation (whether by water or wind)?	Yes	No*
6. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	No	
7. Result in an increase in the rate of use of any natural resource?	No*	
8. Result in the substantial depletion of any nonrenewable resource?	No	
9. Violate any published Federal, State, or local standards pertaining to hazardous waste, solid waste, or litter control?	No*	
10. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet, or lake?	No*	
11. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	No*	
12. Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	No*	
13. Result in the use of water in large amounts or in a wasteful manner?	No	
14. Affect wetlands or riparian vegetation?	No	
15. Violate or be inconsistent with Federal, State, or local water quality standards?	No	
16. Result in changes in air movement, moisture, or temperature or any climatic conditions?	No	
17. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	Yes	No*

PHYSICAL. Will the Proposal (either directly or indirectly):	YES or NO	If YES, is it significant? YES or NO
18. Results in the creation of objectionable odors?	No	
19. Violate or be inconsistent with Federal, State, or local air standards or control plans?	No*	
20. Result in an increase in noise levels or vibration for adjoining areas?	Yes	No*
21. Result in any Federal, State, or local noise criteria being equal or exceeded?	Yes	No*
22. Produce new light, glare, or shadows?	No	
BIOLOGICAL. Will the proposal (either directly or indirectly):	**YES or NO**	**If YES, is it significant? YES or NO**
23. Change in the diversity of species or number of any species of (including trees, shrubs, grass, microflora, and aquatic plants)?	No*	
24. Reduction of the numbers of or encroachment upon the critical habitat or any unique, threatened, or endangered species of plants?	No*	
25. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	Yes	No*
26. Reduction in acreage of any agricultural crop or commercial timber stands, or affects prime, unique, or other farmland of State or local importance?	No	
27. Removal or deterioration of existing fish or wildlife habitat?	Yes	No*
28. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, or microfauna)?	Yes	No*
29. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened, or endangered species of animals?	No*	
30. Conflict with any applicable habitat conservation plan, natural community conservation plan or other approved local, regional or state habitat plan?	No	
31. Introduction of new species of animals into an area, or result in a barrier to the migration of movement of animals?	No	
SOCIAL AND ECONOMIC. Will the proposal (directly or indirectly):	**YES or NO**	**If YES, is it significant? YES or NO**
32. Cause disruption of orderly planned development?	No*	
33. Be inconsistent with any elements of adopted community plans, policies, or goals?	No*	
34. Be inconsistent with a Coastal Zone Management Plan?	No	
35. Affect the location, distribution density, or growth rate of the human population of an area?	No*	
36. Affect life-styles, or neighborhood character or stability?	No	
37. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	No	
38. Divide or disrupt an established community?	No*	
39. Affect existing housing, require the acquisition of residential improvements, or the displacement of people or create a demand for additional housing?	No	
40. Affect employment, industry, or commerce, or require the displacement of businesses or farms?	No*	
41. Affect property values or the local tax base?	No*	
42. Affect any community facilities (including medical, educational, scientific, recreational or religious institutions, ceremonial sites, or sacred shrines)?	No	
43. Affect public utilities, or police, fire emergency, or other public services?	No*	
44. Have substantial impact on existing transportation systems, or alter present patterns of circulation or movement of people and/or goods?	No*	
45. Generate additional traffic?	Yes	No*
46. Affect or be affected by existing parking facilities or result in demand of new parking?	No	

47. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas of where residences are intermixed with wildlands?	No	
48. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety?	Yes	No*
49. Result in alterations to waterborne, rail, or air traffic?	No	
50. Support large commercial or residential development?	No	
51. Affect a significant archaeological or historic site, structure object, or building?	No*	
52. Affect wild or scenic rivers or natural landmarks?	No	
53. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	No	
54. Result in substantial impacts associate with construction activities (e.g., noise, dust, temporary drainage, traffic detours, and temporary access, etc.)?	Yes	No*
55. Result in the use of any publicly owned land from a park, recreation area, or wildlife and waterfowl refuge?	No	
MANDATORY FINDINGS OF SIGNIFICANCE	**YES or NO**	**If YES, is it significant? YES or NO**
56. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of, restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	No	
57. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	No	
58. Does the project have environmental effects which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects probable future projects. It includes the effects of other projects which interact with this project and, together, are considerable.	No	
59. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	No	

* *An asterisk indicates that impacts can be mitigated to non-significance.*

E. DISCUSSION OF ENVIRONMENTAL EVALUATION

1. Some minor modification of the existing topography will be required to implement the proposed project. Landform modifications would consist of the minor grading of cut and fill slopes (1:2 or flatter) to accommodate intersection improvements, including a wider bike lane. Interchange improvements at the U.S. 101 overcrossing would consist of minor cut and fill to increase the width of existing on- and off-ramps. Because the land in these areas is vacant, is owned by the City, and was originally designed to accommodate future widening, very little landform modification would be required to accommodate the proposed improvements.

   Excavation for grading and construction of retaining walls along the east and south sides of the adjoining Dole Foods Corporation (Dole) property at 5411 Lindero Canyon Road would be required to accommodate the widening of Lindero Canyon Road and on-ramp G-6.

4. As is typical of all of southern California, the project site is subject to ground shaking generated by periodic seismic activity. Fracturing and displacement of the ground surface can occur during an earthquake along a causative fault and also as a result of sympathetic movement on zones of weakness such as older trace faults. However, no such faults have been identified in the project area so no significant impact is anticipated.

   The potential for seismic ground-shaking in the project area is expected to be significant but the intensity of the shaking is expected to be moderate.[2] Seismic hazards and the design implications for the project will be addressed in the foundation report which will be prepared for the project. All structures will be designed in accordance with Caltrans current standard seismic load conditions and the most recent Uniform Building Code, as amended by City Ordinance. Compliance with these standards will be enforced through plan review and inspections during construction. Compliance of the project with Code requirements will reduce impacts from ground shaking to a less than significant level.

5. During project construction, ground disturbance will temporarily increase the potential for soil erosion. Soil erosion also could be caused by either water or wind. In addition, the project site is within a zone of soils with high shrink-swell potential.[3] Existing State and City requirements and standard engineering practices would reduce impacts to a less than significant level. Construction plans will need to specify measures for controlling erosion at the project site.

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[2] City of Westlake Village, *General Plan*, July 1993.

[3] Ibid.

7. The project would use a variety of widely available non-renewable materials for construction of the widened road and bridge including aggregate, asphalt, iron and related minerals used in steel, mineral oil and fuel to power construction vehicles and equipment. Project construction and operation would not involve the wasteful use of non-renewable resources. No impact would occur.

9. Project construction activities, including disposal of construction waste, will need to conform to all applicable regulations regarding hazardous waste, solid waste, and litter control. An Initial Site Assessment (ISA) Report has been completed for this proposed project. Of the hazardous waste sites or otherwise environmentally impacted sites present in the vicinity of the study area, only the Dole property appears to have adverse environmental impacts with potential to affect the project area. A plume of groundwater contamination consisting of dissolved chlorinated volatile organic compounds (VOCs) in concentrations exceeding the Maximum Contaminant Limit extends off the Dole property approximately centered on on-ramp G-6. Considering that groundwater is not anticipated to be encountered during project construction, the VOC plume is not considered to be of concern. If groundwater is encountered during construction and dewatering is necessary, the effluent generated would require containerization and off-site disposal or treatment and discharge on-site upon regulatory approval of appropriate permits. Potential soil impacts along the portion of the project area at the Dole property are probably restricted to very localized occurrences along the sanitary sewer line. If excavation of the sewer line is conducted, there is a low to medium potential of encountering soil affected by chlorinated VOC, which would require special management. Along on-ramp G-6, there is a medium to high potential of encountering soils impacted by aerially deposited lead. Such soils require special management under a variance issued to CALTRANS by the DSTC. It is recommended to perform testing for lead in accordance with latest policies during the design phase. If surface lead contamination is found it is believed that it can be properly disposed of within the fill areas of the project. The project is not expected to result in the generation of any hazardous waste or other waste products requiring special handling and disposal. However, if the hazardous materials discussed above are encountered, the following mitigation measures would reduce environmental impacts to a less than significant level:

If groundwater is encountered during construction and dewatering is necessary, the effluent generated shall be containerized and disposed of off-site or be treated and discharged on-site after regulatory approval of appropriate permits.

If excavation of the sewer line is conducted and soil affected by chlorinated VOC is encountered, the affected soil shall be containerized and disposed of off-site or be treated and discharged on-site after regulatory approval of appropriate permits.

Soils along on-ramp G-6 shall be tested for aerially deposited lead in accordance with latest policies during the design stage of Phases 1 and 2. If such soils are found, they shall be properly disposed of in accordance with the special management requirements of a variance issued to CALTRANS by the DSTC.

The nearest natural watercourse to the project site is Lindero Creek, which is located over a half-mile east of the project site. The proposed improvements will not have any effect on Lindero Creek. There is, however, an open trapezoidal channel owned and operated by the Los Angeles County Flood Control District (PD 728) in the project vicinity. This channel is aligned parallel to Lindero Canyon Road and extends from the U.S. 101 Freeway to Westlake Lake south of Foxfield Drive. Drainage in the project area is currently conveyed to this channel. Although the Agoura Road Bridge over the channel will be widened to provide for an additional turn lane, the proposed project will not alter existing drainage facilities or historic drainage patterns. Work on the bridge, however, may potentially impact water quality in the drainage channel. See response to No. 12, below.

11. Lindero Creek, over a half-mile east of the project site, acts as a natural flood channel for the area and its 100-year and 500-year floodplains are contained within the unimproved channel. The proposed ramp and roadway widening improvements will not encroach upon this flood channel area.[4] A Floodplain Evaluation Report would, therefore, not be required for this project.

12. The widening of Lindero Canyon Road and on-ramp G-6 would disturb more than five acres and would increase the amount of impervious surface in the project area thus slightly decreasing the absorption rate and slightly increasing the amount of surface runoff. The runoff however would follow existing drainage patterns and the changes in absorption rate and surface runoff are considered to be less than significant impacts.

During construction, there is the potential for discharge into the drainage system, and thence to Lindero Creek, of construction related materials. Also, during operation of the widened Lindero Canyon Road and on-ramp G-6, there is the potential for an increased discharge of automotive related materials into the creek. A General Construction Activity Storm Water permit, issued by the Regional Water Quality Control Board (RWQCB) pursuant to the Clean Water Act, will be required to implement the provisions of the National Pollutant Discharge Elimination System (NPDES). Provisions under the General Construction Storm Water Permit require that a Storm Water Pollution Prevention Plan (SWPPP) be implemented to control construction site runoff. Required compliance with these provisions will ensure that construction impacts on water quality would be at a less than significant level.

The project would not cause changes in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts

[4] Ibid

or excavations or through substantial loss of groundwater recharge capability.

17. Air pollutants would be generated during project construction, primarily from construction vehicle emissions and fugitive dust caused by earth disturbance. Construction emissions are expected to be typical of a project of this type and no unusually high levels of pollutants are expected to be generated by construction activities. The project area and amount of earth moved would be less than the South Coast Air Quality Management District (SCAQMD) screening threshold of significance so impacts would be less than significant and no mitigation would be required. Following project completion, air quality is expected to improve due to improved traffic flow over the widened roadway.

19. See No. 17 above. Although temporary in nature, the generation of particulate matter in excess of State and local standards is a common concern with construction projects. However, due to the limited amount of grading required for the proposed project, it is not anticipated that emission standards for particulates will be exceeded.

20. Construction activities would cause temporary, localized increases in noise and vibration levels. The noise and vibration associated with construction activity are unavoidable and it is possible that noise generated by project construction would equal or exceed established noise standards. However, the exceedance of noise standards is not considered significant because no noise-sensitive uses such as residential neighborhoods, schools, day-care facilities, hospitals or nursing homes are located in the project area. If the project exceeds noise standards, the following mitigation measure shall be implemented:

> *To reduce noise levels below the established noise standards of the City of Westlake Village, the project shall comply with the special provisions of the City's noise ordinance addressing construction noise, including provisions for limiting hours of construction in order to reduce adverse effects on sensitive receptors.*

21. It is possible that noise generated by project construction would equal or exceed established noise standards. The City of Westlake Village's noise regulations contain special provisions addressing construction noise, including provisions for limiting hours of construction in order to reduce adverse effects on sensitive receptors. See No. 19 above.

23. The areas adjacent to Lindero Canyon Road, south of Via Colinas, consist largely of bare earth and patches of weeds and grass. Some native vegetation exists along this portion of Lindero Canyon Road but there is no significant amount of native plant species on either side of the road. The east side of Lindero Canyon Road has no improvements other than signs and traffic signals. Vegetation includes annual grasses and weeds, oak trees and oleanders. Improvements along the west side of Lindero Canyon Road, adjacent to the Dole property, include a sidewalk, a section of retaining wall, signs and traffic signals. A short slope above the retaining wall is vegetated with several types of trees and sparse annual grasses and weeds. The

south side of the Dole property slopes moderately steeply from the fence line to on-ramp G-6. This slope is well vegetated with annual grasses and weeds as well as various shrubs and trees, including oleanders, palms and pines, most of which are located along the fence line. Some native vegetation exists along roadway embankments and within the interior of the interchange loop ramps where Lindero Canyon Road crosses over U.S. 101. Areas adjacent to and within the loop ramps are also heavily landscaped with non-native plant species which are part of the freeway planting which occurred when the interchange was first constructed. No significant amount of native or non-native plant species would be lost due to construction of the proposed roadway improvements.

Pacific Southwest Biological Services conducted a search of the California Department of Fish and Game's Natural Diversity Data Base (NDDB) in May, 1997 to determine if any rare, threatened, or endangered plant or animal species are known to exist in the immediate vicinity of the project site. The database indicated that the following resources are within the region:

Santa Susanna Tarplant (*Hemizonia minthornii)*
Lyon's Pentachaeta (*Pentachaeta lyonii)*
Bank Swallow *(Riparia riparia)*
Western Pond Turtle *(Clemys marmorata pallida)*

The following sensitive habitats also occur in the region:

Southern Coast Live Oak Riparian Forest
Southern Sycamore Alder Riparian Woodland
Valley Oak Woodland

Because of the characteristics of the project site, the habitat requirements of species, and the hydrological conditions of the site, PSBS concluded that there is no possibility of any of these resources occurring at the project site. No significant amount of native plant species would be lost due to construction of the proposed ramp and roadway improvements.

24. See Response 23 above.

25. The existing landscaping on the roadway slope of Lindero Canyon Road in the southeast quadrant of the interchange would be removed. The top of the slope would be widened to provide space for the bikepath proposed for Phase 1. It is proposed to construct a new irrigation system and to replace the landscaping. The following mitigation measure shall be implemented:

Native plant species shall be used to revegetate embankments and roadway edges. Planting and hydroseeding ~~is recommended~~ shall be to be utilized for erosion control purposes.

27. Some isolated patches of vegetation (primarily along roadway embankments) would be destroyed by the proposed project. It is possible that these areas provide limited habitat for some species. However, because of the small, isolated, and degraded condition of these areas, any loss of habitat will be insignificant.

28. Although considered minimal, the vegetation along the roadway edge may have some limited habitat value (see No. 27 above). However, the project would affect such a small and isolated area of degraded habitat that any loss would be insignificant. As a result, the limited loss of species that might occur would not have a significant effect on the diversity of animal species in the area.

29. There are two bridges within the project area, the Lindero Canyon Bridge and the Agoura Road Bridge, which could potentially provide habitat for bats and/or cliff swallows. In addition, there are vegetated areas within the project footprint that could additionally provide nesting habitat for other native birds. Consequently, a pre-construction survey should be conducted for breeding bats and swallows and a similar survey should be conducted for nesting birds. Implementation of the following mitigation measure would result in a less than significant impact:

> *If project activities are to occur during the nesting season of birds (March 1 to September 1), a pre-construction survey for breeding bats and swallows and other nesting birds shall be conducted per California Department of Fish and Game guidelines. A buffer of at least 150 feet for construction activities shall be maintained for any active bird bests (500 feet for raptor nests).*

32. Acquisition of right-of-way would not be required for the Phase 1 work. The project would, however, require the acquisition of a portion of the Dole property along Lindero Canyon Road and on-ramp G-6 for the Phase 2 work. The City of Westlake Village has a cooperative development agreement with Dole and the State of California Department of Transportation (CALTRANS) for improvements along the Dole property and the northbound on-ramp to US 101. The City will acquire a strip along the eastern and southern sides of the Dole property. The strip includes a maximum 8.5 meter (28 foot) width for additional Lindero Canyon Road right-of-way (ROW) and a temporary construction easement of 7.0 meter (22.5 foot) width. Following construction of improvements, CALTRANS will receive and take control of the ROW associated with the limits of the state highway. This acquisition would be consistent with the General Plan designation of Lindero Canyon Road and would have no impact on the designated uses. The property required for right-of-way is currently vacant and its land use designation is commercial. A Right-of-Way Data Sheet has been prepared for this project.

33. The project is consistent with the City of Westlake Village's General Plan and the designation of Lindero Canyon Road as a major arterial highway.

35. The project does not involve the construction or demolition of housing and would, therefore, not affect regional or local population projections. The project would enhance access between areas along Lindero Canyon Road to US 101 and thence to other parts of California. However, the enhanced access would be insufficient to

induce substantial growth in the project area and would have a less than significant impact.

38. The project concerns the widening of an existing street and freeway access ramps in an area zoned for industrial and commercial uses. There would, therefore, be no disruption or division of the physical arrangement of an existing community

40. The proposed project would generate temporary construction employment and is expected to have a positive effect on local industry and commerce by eliminating a projected roadway deficiency which hampers circulation in the area.

41. The project is not expected to have a direct effect on property values or the local tax base; however, the elimination of circulation deficiencies would remove one constraint to growth in the area, thereby enhancing the potential for future growth in property values and the local tax base.

43. A review of utility atlases indicates that this project would have no impact on utilities. The City of Westlake Village will prepare the Certification of Utility Facilities. During construction, temporary road closures may cause emergency response fire and police protection vehicles to take alternative routes thus increasing response times and interfere with emergency response and/or emergency evacuation plans. Implementation of the following mitigation measure would result in a less than significant impact:

> *The applicant shall consult with local police, fire and other emergency service providers to develop temporary alternatives to the use of Lindero Canyon Road as an emergency response or evacuation route during project construction.*

Once completed, the project, by widening Lindero Canyon Road and improving traffic operation, would improve emergency response times and enhance fire protection. The project would not result in the need for new or altered fire and police protection services.

The project would increase the impermeable surfaces of Lindero Canyon Road and create additional run-off to the local storm drainage system. Site run-off would not exceed the capacity of the storm drains serving the site. Therefore, the project would have a less than significant impact on storm water infrastructure.

The project would require solid waste disposal service only during construction. The construction contractor would remove all solid waste from the site. During project operation, waste would be removed by the road-sweeping service that currently clears Lindero Canyon Road. There would be no impact on solid waste disposal services

The project would use a small amount of water during construction which can be supplied by existing water services and which would not have a substantial impact on local or regional water supplies. During operation, the project would not use any

water. Therefore, there would be no impact on local or regional water supplies.

44. The proposed project will not significantly impact existing transportation systems or alter present patterns of circulation. Instead, the proposed improvements will improve traffic circulation along Lindero Canyon Road and improve traffic safety at the on-ramp access for US 101. During construction, detours may be necessary thereby having a temporary impact on interchange circulation. Provision of signs notifying the public of pending construction and ramp closures would be adequate notification for this project. Traffic that would normally use the interchange at Lindero Canyon Road may instead utilize the next interchanges to the north and south. These conditions, however, would be temporary and would be alleviated upon completion of the project. Overall, the project would improve traffic circulation in the project area and be beneficial for the community.

The proposed project will improve pedestrian circulation and safety by providing connecting sidewalk improvements where none currently exist. Although pedestrian volumes have been and are expected to remain relatively low, the proposed sidewalk facilities will improve safety and should adequately serve future needs.

45. During project construction, vehicle trips would be temporarily increased by construction-related trips and traffic congestion would be temporarily increased by intermittent lane closures due to construction during active construction times. This would be a less than significant impact.

The project is designed to accommodate traffic generated by planned growth. Project operation would not generate vehicle trips or promote traffic congestion.

48. The project is not anticipated to involve the risk of an accidental explosion but the accidental release of hazardous substances is possible during project construction. Compliance with federal, state and local regulations concerning hazardous solid and liquid waste would ensure that the impact would be less than significant.

51. A standard archaeological records check and literature review was completed for the project by EIP Associates in May, 1997. The records check and literature review showed that fourteen cultural resource studies have been conducted in Los Angeles County and ten within Ventura County within one mile of the project site. Of these, ten contain identified cultural resources but none of the ten are within the current Area of Potential Effects (APE). The majority of the APE has been addressed by cultural resource investigations between 1969 and 1996. The areas not surveyed or addressed are located northwest of the Lindero Canyon Road overcrossing between US 101 and Via Colinas and between Lindero Canyon Road and Via Rocas. The lack of identified cultural remains for the rest of the APE and the majority of the study area indicate that the project site is of low sensitivity for historic cultural resources and of low to moderate sensitivity for prehistoric cultural resources. As recommended by EIP Associates, the area northwest of the Lindero Canyon Road overcrossing (and within the APE) was subjected to an archaeological reconnaissance survey and other areas of immediate impact received a cursory survey for current conditions. The recently completed

archaeological records check need not be repeated and a Negative HPSR document, adequate for compliance, is included in the PSR/PR as Attachment A.

The following mitigation measure shall be implemented:

If buried historic or prehistoric resources are found during the excavation activities, Excavation activities shall be halted and an archaeological monitor shall be retained to formally evaluate such resources for their significance and/or importance pursuant to CEQA.

54. Construction activities will generate temporary air pollutant emissions, dust, noise, and vibration. Project construction may also temporarily hamper access and necessitate traffic detours. Access and traffic detour alternatives will need to be incorporated into project construction plans. See nos. 16, 19, 20, and 42 above.

The references consulted and specialized studies conducted in conjunction with the preparation of this Environmental Evaluation are included in Section G – References. Copies of these documents are available for public review at the Westlake Village City Hall, 4373 Park Terrace Drive, Westlake Village, California during normal business hours.

F. CONSULTATION AND COORDINATION

Public Involvement and Comment Period

A Notice of Availability of Environmental Document For Public Review was published in the Los Angeles Times on May 3, 2001 inviting the public to comment on the proposed project and environmental evaluation and offering the opportunity for a public hearing to be conducted if desired by the public (**Figure 3**). The public comment period was from May 3, 2001 through June 18, 2001. No requests were received from the public asking for a hearing. The State Clearinghouse letter acknowledging Caltran's compliance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act, can be found in **Appendix B.**

Consultation

The following individuals were consulted in the preparation of this document:

1. Min Wun, Senior Transportation Coordinator, State of California, Department of Transportation
2. Cathy Wright, Senior Environmental Planner, State of California, Department of Transportation
3. Barbara Pilolla, Environmental Planner, State of California, Department of Transportation
4. Abbe Hoenscheid, Environmental Planner, State of California, Department of Transportation
5. Karl Price, Associate Environmental Planner, State of California, Department of Transportation
6. R. Mitchell Beauchamp, M. Sc., Pacific Southwest Biological Services
7. Jeanette A. McKenna, Principal Investigator, McKenna et al.
8. Wes Pringle, WPA Traffic Engineering, Inc.

Additional agencies, organizations, and individuals contacted include the following:

1. Ron Kosinski, Chief, Environmental Planning Branch, Caltrans, District 7
2. Diane Kane, Caltrans District 7 Heritage Preservation Coordinator
3. Cesar Perez, FHWA Area Engineer
4. Gail McNulty, Native American Heritage Commission
5. Anthony Morales, Gabrielino/Tongva Tribal Council
6. Beverly Salazar Folkes, Chumash/Fernandeño Representative
7. John Knipe, City of Westlake Village City Engineer

G. REFERENCES

State of California, Department of Transportation, *Combined Project Study Report/Project Report (PSR/PR) on Route 101 at Lindero Canyon Road (07-LA-101 KP 59.55/61/15 07234-120160K)*, 1998.

City of Westlake Village, *General Plan,* July 1993.

Pacific Southwest Biological Services, Inc., *Letter to Willdan Associates (PSBS #T266),* May 13, 1997.

WPA Traffic Engineering, Inc., *U.S. 101 - Lindero Canyon Road PSR Traffic Analysis,* April 1997.

EIP Associates, *Results of a Standard Archaeological Records Check for the Proposed Lindero Canyon Road Overcrossing Improvements Project in the City of Westlake Village, Los Angeles County, California,* May 19, 1997.

Roy F. Weston, Inc., *Initial Site Assessment Proposed Street and Ramp Improvements Lindero Canyon Road at U.S. Highway 101, Westlake Village, California,* July 1998.

South Coast Air Quality Management District, *Environmental Handbook,* November 1993.

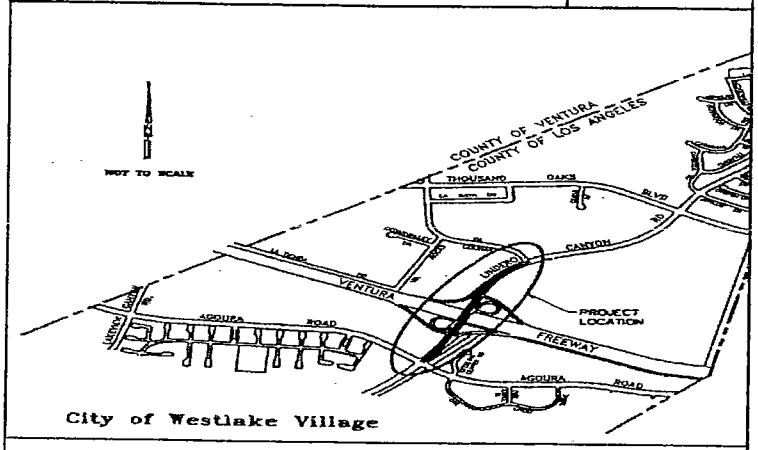
California Department of Transportation, *Historic Property Survey Report – Negative Findings, Negative Archeological Survey Report,* June 15, 1999.

FIGURE 3

PUBLIC NOTICE

Notice of Availability of Environmental Document For Public Review for the street and ramp improvements project at Lindero Canyon Rd. and U.S. 101 in the City of Westlake Village.

Caltrans



What's Being Planned?	The City of Westlake Village proposes to widen Lindero Canyon Road between Via Colinas and Agoura Rd. from two lanes to three in each direction. The northbound on-ramp to U.S. 101 would also be widened.
Why This Ad?	Caltrans has studied the effects that this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. The results of the study are contained in an environmental document known as an Initial Study/Environmental Assessment (IS/EA) which should lead to a Negative Declaration/Finding of No Significant Impact (ND/FONSI). This notice is to tell you of its preparation and of its availability for you to read, and to offer the opportunity for a public hearing.
What's Available?	The environmental document is available for review and copying at the CALTRANS District 7 Office (120 S. Spring Street, Los Angeles), on weekdays from 8:00 a.m. to 5:00 p.m and at the Westlake Village City Hall, 4373 Park Terrace Drive, Westlake Village, CA during normal business hours. The environmental document is also available at the Westlake Village Public Library, 4371 Park Terrace Drive, Westlake Village, CA.
Where Do You Come In?	Do you have any comments about processing the project with an ND/FONSI and the IS/EA? Do you disagree with the findings of our study as set forth in the Proposed ND/FONSI? Would you care to make any other comments on the project? Would you like a public hearing? Please submit your comments and/or request for a public hearing in writing no later than June 18, 2001 to: Ronald J. Kosinski, Deputy District Director Division of Environmental Planning CALTRANS 120 S. Spring Street Los Angeles, CA 90012 If there are no major comments or requests for a public hearing, CALTRANS will request approval from the Federal Highway Administration and proceed with the project's design.
Contact	For more information about this study or any transportation matter, call Ronald J. Kosinski at (213) 897-0703. *Individuals who require documents in alternative formats are requested to contact the District 7 Public Affairs Office at (213) 897-3800. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.*

Thank you for your interest!

H. List of Preparers

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Pacific Southwest Biological Services – Biological Resources Subconsultant

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I. TITLE VI POLICY STATEMENT

TITLE VI
POLICY STATEMENT

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

JEFF MORALES
Director

J. Mitigation Monitoring Plan

A Mitigation Monitoring Plan has been prepared to describe the responsibilities and procedures for monitoring the implementation of mitigation measures. The table on the following page indicates: 1) the required mitigation measure, 2) when the implementation of each mitigation measure is to be monitored, 3) performance objectives (actions required to be completed), and 4) verification of compliance.

Street & Ramp Improvements at Lindero Canyon Road and U.S. Highway 101
Mitigation Monitoring Plan

Environmental Concern	Mitigation Measure	Timing of Mitigation Measure	Performance Objectives	Verification of Compliance	Mitigation Completed
Hazardous Materials Section E Page 26	If groundwater is encountered during construction and dewatering is necessary, the effluent generated shall be containerized and disposed of off-site or be treated and discharged on-site after regulatory approval of appropriate permits.	Construction	Monitor for compliance during construction phase. A record of compliance shall be logged daily and submitted to the Public Works Inspector on a weekly basis.		Date Completed: _____ _____ Environmental Oversight Date
Hazardous Materials Section E Page 26	If excavation of the sewer line is conducted and soil affected by chlorinated VOC is encountered, the affected soil shall be containerized and disposed of off-site or be treated and discharged on-site after regulatory approval of appropriate permits.	Construction	Monitor for compliance during construction phase. A record of compliance shall be logged daily and submitted to the Public Works Inspector on a weekly basis.		Date Completed: _____ _____ Environmental Oversight Date

Environmental Concern	Mitigation Measure	Timing of Mitigation Measure	Performance Objectives	Verification of Compliance	Mitigation Completed
Hazardous Materials Section E Page 26	Soils along on-ramp G-6 shall be tested for aerially deposited lead in accordance with latest policies during the design stage of Phases 1 and 2. If such soils are found, they shall be properly disposed of in accordance with the special management requirements of a variance issued to CALTRANS by the DSTC.	Construction	Monitor for compliance during construction phase. A record of compliance shall be logged daily and submitted to the Public Works Inspector & DSTC on a weekly basis.		Date Completed: _____ _____ Environmental Oversight Date
Noise Section E Page 28	To reduce noise levels below the established noise standards of the City of Westlake Village, the project shall comply with the special provisions of the City's noise ordinance addressing construction noise, including provisions for limiting hours of construction in order to reduce adverse effects on sensitive receptors.	Construction	Monitor for compliance during construction phase. A record of compliance shall be logged daily and submitted to the Public Works Inspector on a weekly basis.		Date Completed: _____ _____ Environmental Oversight Date
Cultural Resources Section E Page 32	If buried historic or prehistoric resources are found during the excavation activities, excavation activities shall be halted and an archaeological monitor shall be retained to formally evaluate such resources for their significance and/or importance pursuant to CEQA.	Construction	Monitor for compliance during construction phase by Public Works Inspector. Retain archeological monitor if resources are found.		Date Completed: _____ _____ Environmental Oversight Date

Environmental Concern	Mitigation Measure	Timing of Mitigation Measure	Performance Objectives	Verification of Compliance	Mitigation Completed
Biological Resources Section E Page 27	Native plant species shall be used to revegetate embankments and roadway edges. Planting and hydroseeding ~~is recommended~~ shall be utilized for erosion control purposes.	Pre-Construction/ Construction	Incorporate into final plans and specifications and sign off by resident engineer and monitoring by Public Works Inspector during construction.		Date Completed: _____ _____ Environmental Oversight Date
Biological Resources Section E Page 29	If project activities are to occur during the nesting season of birds (March 1 to September 1), a pre-construction survey for breeding bats and swallows and other nesting birds shall be conducted per California Department of Fish and Game guidelines. A buffer of at least 150 feet for construction activities shall be maintained for any active bird bests (500 feet for raptor nests).	Pre-Construction/ Construction	Monitor for compliance during construction phase by Public Works Inspector		Date Completed: _____ _____ Environmental Oversight Date
Emergency Access Section E Page 30	The applicant shall consult with local police, fire and other emergency service providers to develop temporary alternatives to the use of Lindero Canyon Road as an emergency response or evacuation route during project construction.	Pre-Construction	Incorporate into final plans and specifications and sign off by resident engineer and monitoring by Public Works Inspector during construction.		Date Completed: _____ _____ Environmental Oversight Date

K. DISTRIBUTION/MAILING LIST

The following individuals and organizations were sent copies of the Draft IS/EA for their review and comment:

Federal Officials and Agencies

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L. COMMENTS RECEIVED AND RESPONSES TO COMMENTS

The Draft Initial Study/Environmental Assessment was circulated for public and agency review from May 3, 2001 through June 18, 2001.

The following letters were received from reviewing agencies:

1. Letter from C.F. Raysbrook, Regional Manager, California Department of Fish and Game, South Coast Region, June 19, 2001.

Letter No. 1 – California Department of Fish and Game, South Coast Region

Comment #1: The California Department of Fish and Game (CDFG) indicates that the two bridges within the project area, the Lindero Canyon Bridge and the Agoura Road Bridge, could provide habitat for bats and/or cliff swallows and that vegetated areas within the project footprint could additionally provide nesting habitat for other native birds. The CDFG recommends that a pre-construction survey be conducted for breeding bats and swallows and that a similar survey be conducted for nesting birds. A buffer of at least 150 feet from active bird nests (500 feet for raptor nests) is recommended to be maintained.

Response: The following mitigation measure will be added to the project to respond to these concerns:

> Biological Resources
>
> If project activities are to occur during the nesting season of birds (March 1 to September 1), a pre-construction survey for breeding bats and swallows and other nesting birds shall be conducted per California Department of Fish and Game guidelines. A buffer of at least 150 feet for construction activities shall be maintained for any active bird bests (500 feet for raptor nests).

Comment #2: The CDFG requests clarification of potential impacts to water quality in the drainage channel adjacent to the construction site, including indirect impacts to downstream wildlife and wildlife habitat.

Response: There is minimal potential for construction activities to affect water quality in the drainage channel. Although the Agoura Road Bridge over the channel will be widened, project conformance with applicable National Pollutant Discharge Elimination (NPDES) requirements and implementation of a Storm Water Pollution Prevention Plan (SWPPP) will adequately mitigate potential impacts to water quality in the channel.

Comment #3: The CDFG recommends including other feasible mitigation measures to mitigate pollutant run-off in addition to compliance with a Storm Water Pollution Prevention Plan (SWPPP).

Response: As indicated in the Draft Initial Study/Environmental Assessment, the project will be required to obtain a General Construction Activity Storm Water permit, issued by the Regional Water Quality Control Board to implement the provisions of the National Pollutant Discharge Elimination System (NPDES) for the project. In addition, the project will be required to implement a Storm Water Pollution Prevention Plan (SWPP) to control construction-related runoff. These measures should be adequate in addressing potential water quality impacts.

A mitigation measure exists (Mitigation Measure No. 5) which requires native plant species be used to revegetate embankments and roadway edges and recommends that planting and hydroseeding be implemented for erosion control purposes. This mitigation measure will be revised to address CDFG's concerns as follows:

> Biological Resources
>
> Native plant species shall be used to revegetate embankments and roadway edges. Planting and hydroseeding ~~is recommended~~ shall be utilized for erosion control purposes.

Comment #4: The CDFG expresses concerns that the project may affect a streambed and that a Streambed Alteration Agreement may be needed for the project.

Response: The project will not cross a streambed and there will be no alteration to an existing streambed. Therefore, a Streambed Alteration Agreement will not be needed.